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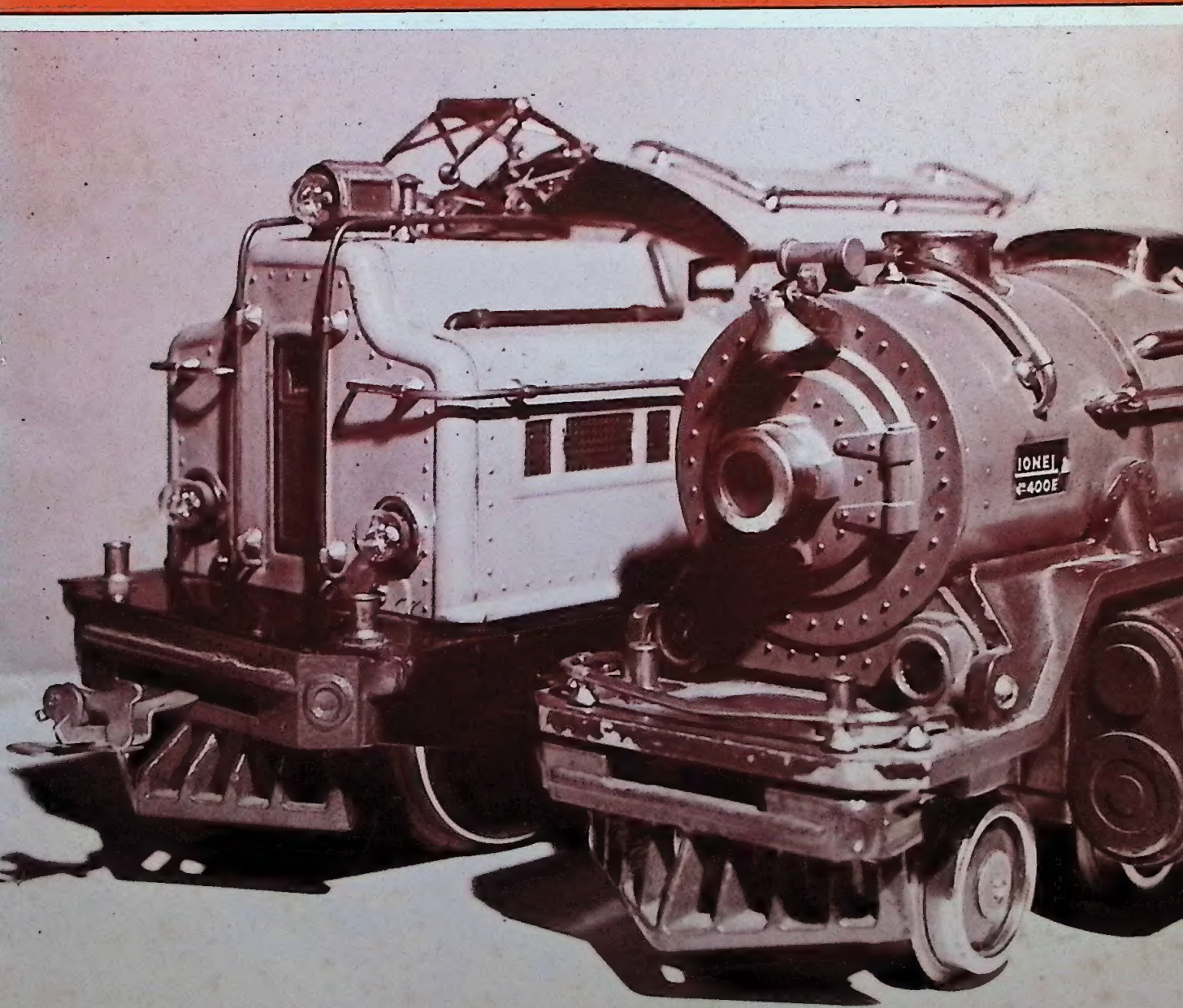
C-13

CARSTENS PUBLICATION

# THE TRAINS OF LIONEL'S STANDARD GAUGE ERA




SECOND BIG PRINTING

## HISTORY OF LIONEL STANDARD GAUGE

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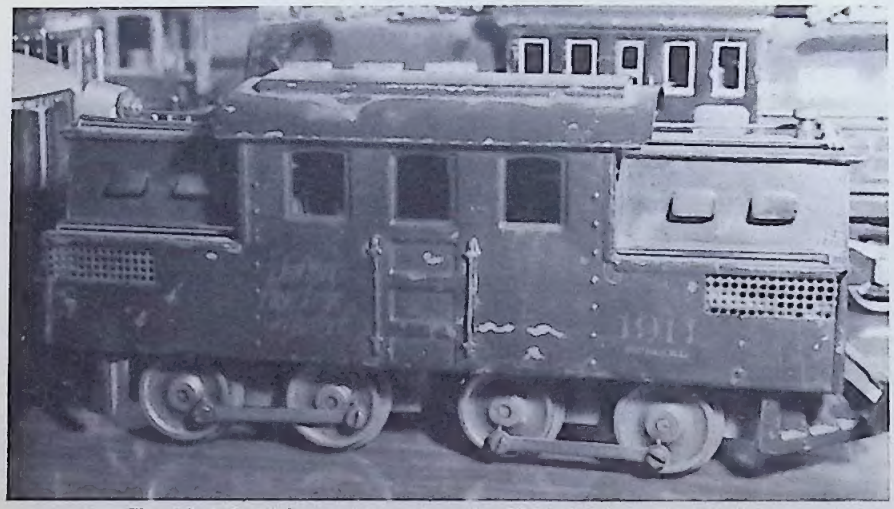

The 1911 Special was larger than the 1911 0-4-0 type; had eight solid drivers with side rods. Model in Bob Beader collection has monitor roof; has rubber stamped "NYNH&H" and "1911 Special."

TRAINS OF THE LIONEL STANDARD GAUGE ERA brings to collectors and model railroaders the complete series of articles which appeared in Railroad Model Craftsman Magazine during 1963 and 1964. These articles have been supplemented with additional photos and data of rare Lionel equipment. There has never previously been published such a complete collection of photos and data on Lionel Standard Gauge equipment.

This book does not attempt to cover every color and rivet variation since such a work would have entailed a much larger edition. This book does cover all of the known body types of locomotives and cars, plus some of the trolleys. That there are errors and omissions is inevitable. Two new variations came to our attention only a few weeks before this book went to press. The author welcomes news of further new finds.

Thanks must be given to the many collectors who provided information and made their collections available for inspection and photographing. In particular we must thank Ed Alexander, Bob Beader, Case Kowal, Joe Levy, Bill Krames, Les Morris, Jim McKercher, John Marron, Joe Ranker, Lou Redman, Herb Rost, Gerard Robinson, Warren Schuch, Bill Vagell, Al Schrader and the Train Collectors Association, Inc.

Collectors looking for additional material should check back issues of RAILROAD MODEL CRAFTSMAN and TOY TRAINS, as well as the books by Louis H. Hertz: "Collecting Model Trains" and "Riding The Tinplate Rails." Publications of the Train Collectors Association, Inc., also provide a wealth of information for serious collectors. Old Lionel catalogs are also valuable reference.

and every month read

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BY
HAROLD H. CARSTENS

PUBLISHER
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# ROSTER OF EQUIPMENT

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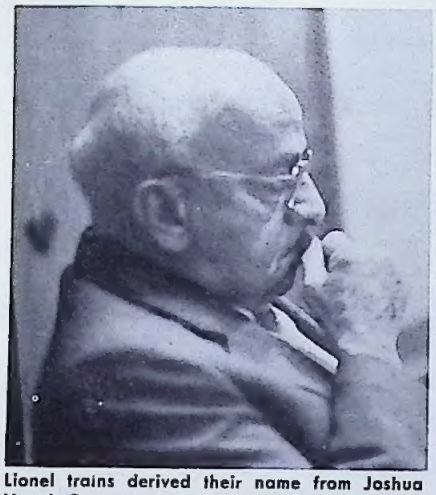


Lionel trains derived their name from Joshua Lionel Cowan, who founded the company in 1901 at the age of 21. Photo by Hal Carstens was taken in 1957 when Cowan was Chairman of Board.

Lawrence Cowan, son of the founder, took over as president succeeding his father. In the late 1950's, the Cowans sold out to a syndicate headed by Roy M. Cohn of McCarthy fame.

In 1964, Robert A. Wolfe became president of the giant toy firm, and with it the years' old title "Friend of the Boys." Standard Gauge is gone but memories and traditions linger.

**1901** WAS the year that 21 year old Joshua Lionel Cowan opened up a small workshop in New York City and started the manufacture of toy trains in 2⅞" gauge. Production was small by today's terms but Cowan's quality was good. Production increased and the firm prospered, despite intense competition from many old line firms.

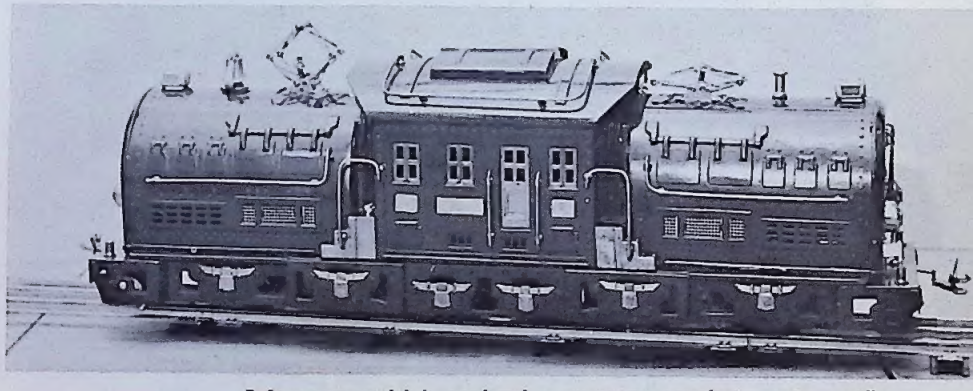
In 1906, Lionel switched over to Standard Gauge with its 2⅛" track gauge. Lionel was to continue making Standard Gauge trains until the advent of World War II. The last Standard Gauge catalog listings were found in the 1942 Lionel catalog. It is known that additional sets were put together using such odds and ends as were available at the factory during the first year or two of the war.

Lionel divides itself into two basic Standard Gauge periods: Early and Classic. There is also a period between the two which could be termed Transition. The Early Period included all of the early electric and steam types: 1910, 1911, 1912, 33, 38, 42, 54, 5, 6, 7, 51, and others. The later period would include the 402, 408, 318, 380, 381, 8, 9, and 10, among others.

Transition items include such gems as the early 33 body with a Lionel Classic Period Super motor, and a host of locomotives having a combination latch and hook coupler.

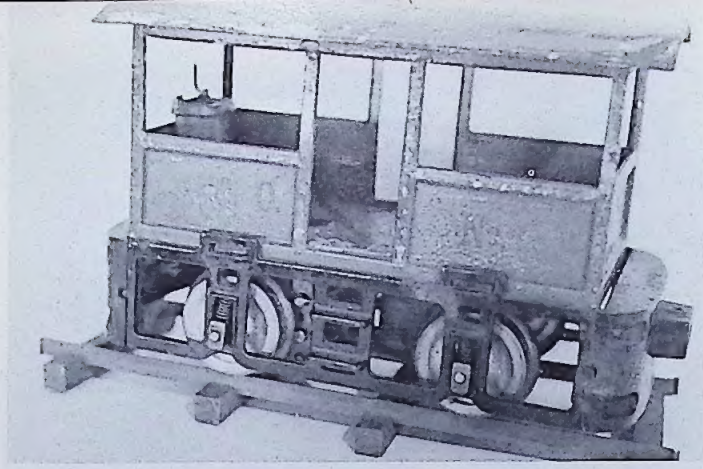
These great big old Toy Trains of Yesteryear had a charm hard to match among the finely detailed scale models of today. The large size was impressive to the eye. Heavy steel construction and baked enamel paints have stood the ravages of time. If the early designers took liberties with true scale, they also incorporated into their designs the everlasted thrill of good play value and the memories of many a Christmas past.

Despite their size, the early Standard Gauge trains were designed to accept curves of only 42 inch diameter, virtually the same as that used by the scale HO trains of today.



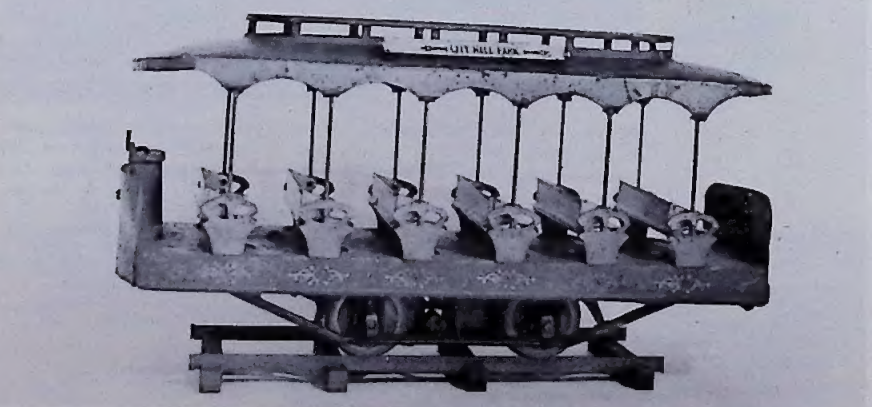
Before any model is produced, a prototype sample is made, usually in the plant shop. This giant Lionel Super 381 was never put into production but was displayed for 30 years at the firm's New York showroom. The model is now in the collection of LaRue C. Shempp.

Toy train collections are normally displayed on shelves, as shown in this view of a portion of the Harold H. Carstens collection. Collections can be general or highly specialized as to gauge, make, type, or period. Most of the items shown are Lionel standard gauge.

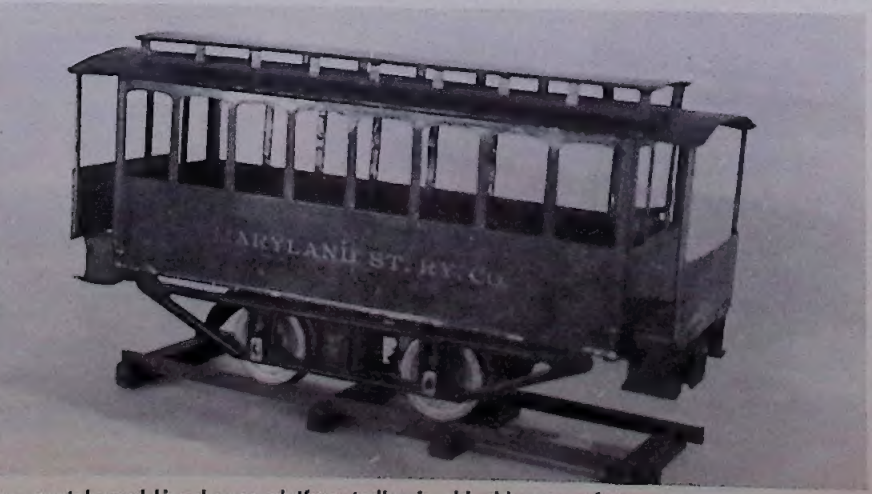


Lionel's early B&O electric locomotive in 2⅞" gauge had such later scale innovations as spring wheels, 2-rail pickup, operating controller, all back in 1904! Ties were of wood!

Early powered Gondola with wooden body in 2⅞" gauge, longer than later steel bodied version. Model from Herb Rost collection.



No. 300 trolley in 2⅞" gauge dates about 1904; was one of Lionel's earliest models. Seats were reversible as was the roof sign. Motor was under floor. Car was largely of steel, enameled.



Rare uncatalogued Lionel open platform trolley in old wide gauge from Herb Rost collection. Car was probably specially made for some Maryland department store back about 1905.

# EARLY LIONEL TROLLEYS

WHEN Lionel brought out its O gauge No. 60 Trolley during the 1950s, it was repeating a bit of Lionel history of more than 50 years before. Lionel's 1904 catalog lists almost nothing but trolley models, at that time made to 2⅞" gauge. The track was made of wooden ties in which were imbedded on end strips of steel, heavily tinned (hence the term "tinplate" used to describe all toy trains).

Offered at that time were the No. 100 Electric Locomotive patterned after the then new B&O locomotives used in the Baltimore tunnels, the No. 200 Electric Express powered gondola boasting underfloor motor built into the truck, the No. 300 Electric Trolley Car of open design using the Converse trolley body, the No. 500 Electric Derrick Car, the No. 800 Box Car, and all powered cars also offered as trailers except for the No. 100 locomotive.

Other Lionel accessories of the period included a truss bridge, elevated railway pillars, switches and crossing, and a bumper. The Converse trolley, incidentally, is also found as made by Converse for its own use as a trackless pull toy. The Lionel version is much preferred by collectors.

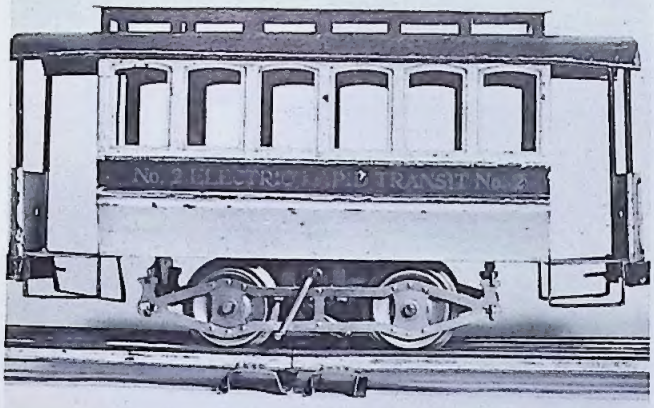
Standard Gauge trains came along in 1906 and trolleys were an important part of the early offerings, remaining in the Lionel lineup until 1915. Over 20 different cars were cataloged during this period and upwards of 50 variations are known. Production runs in those early days was relatively small and each run was likely to have some change or innovation for any of a dozen reasons.

All cars had stamped steel body construction, soldered, with enamel paint and rubber stamped lettering. The No. 1 Trolley was an open platform car with five windows when introduced, later giving way to a slightly larger six window body. The final version of the No. 1 had open platforms with posts to the roof. The No. 1 did not have a reversing lever.

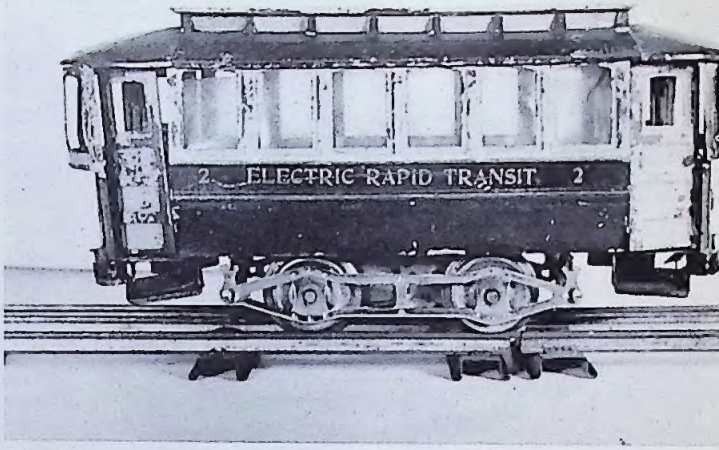
The No. 2 came in a variety of versions including open platform and closed platform with offset and flush ends. The bodies of all variations are fairly similar with six single sash type windows, deck roof, and a length of about 10½" for the open platform car and 11½" for the closed car.

The No. 3 car started as an open platform nine window car of 14", extending to 15¼" when the platforms were enclosed. This car was a double truck model, using standard Lionel trucks as used on the larger passenger cars of the period. The No. 4 trolley was generally similar to the No. 3 but boasted two motors.

Most handsome of Lionel's large trolleys was the big No. 8, an eleven window deck roof car with lines very similar to Third Avenue and Public Service



Five types of No. 2 trolleys were offered by Lionel. Type 1 had flat windows, no headlight. Type 2 (pictured here) had inset windows, reverse—1908. Type 3 was closed car with overhanging windows and headlight—1912. Type 4 was closed type without overhanging windows. Type 5 was similar to Type 4 but had two headlights.




No. 2 Type 3 trolley from John Marron Collection rubber stamped "Electric Rapid Transit". The car stands 6" high, 4" wide, and 12" long. Automatic tripper could work hand reverse mechanism.

of New Jersey equipment of the era. This beauty measures 20½" long and has rubber stamped "Pay As You Enter" lettering. The front platform was closed while the rear platform was open. The car came packed with an oval of track and sold for $12.00 in 1915. The front headlight was illuminated.

The No. 10 Interurban Car was a seven arched window car with double trucks, generally similar to the 1910 Pullman Car offered by Lionel. Early models had three wooden knobs on the roof giving way later to the familiar Lionel screw-in-the-roof arrangement. This car was painted Pullman green or maroon and had New York Central rubber stamped lettering. New York Central's main line electrification out of New York City was at that time a great scientific innovation and Lionel capitalized on the project.

The No. 100 closed car started out with five windows, later giving way to six windows. This car did not reverse and measured 10½", later 11½" in length.

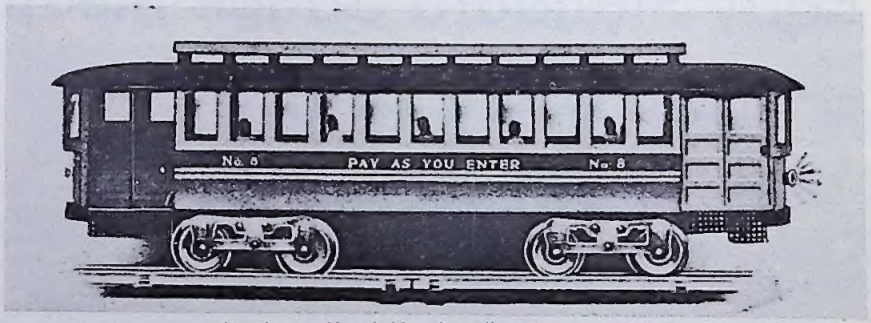
Several open cars were also offered. The No. 101 was a non reversing seven bench single trucker. The No. 202 boasted eight benches and the big No. 303 boasted ten benches. Trailer cars were made in most of the Lionel trolley designs so that most cars also sported hook couplers.

Cars were variable, including blue and cream, red and cream, orange and yellow, maroon and cream, green and orange, green and cream, and other similar variations.

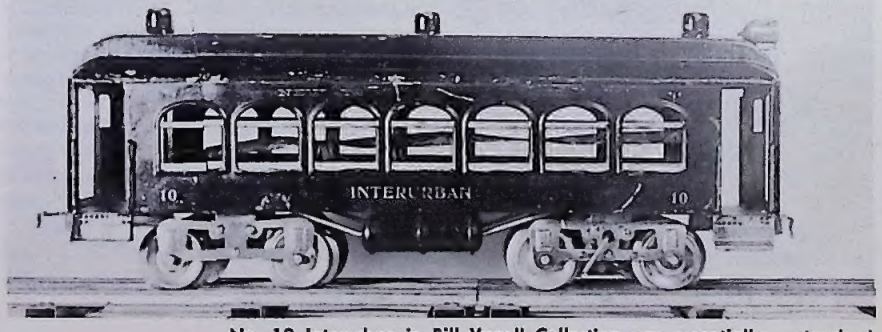
Space limitations prevent our covering the many variations offered by Lionel.

Collectors interested in delving deeper into Lionel Standard Gauge Trolley lore should study the Picture Catalog of Lionel Trolleys 1906-1915 published by the Train Collectors Association, Inc.; catalog series No. 1-E.

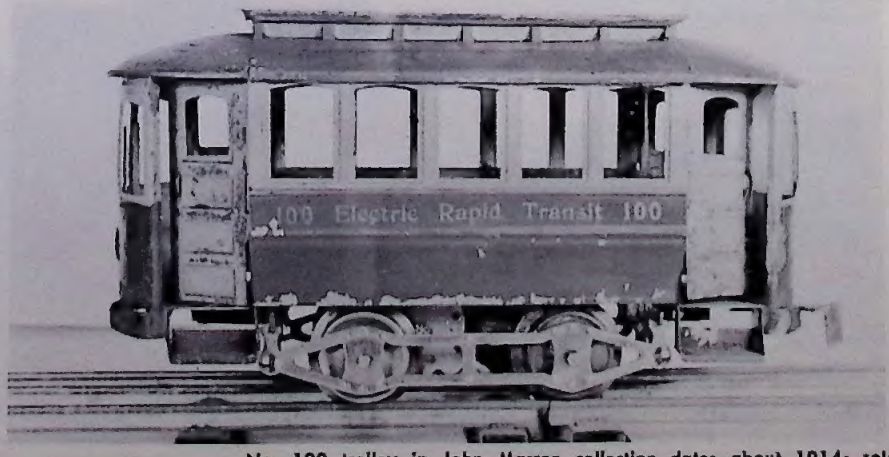
Staff Photos except Open Platform No. 2 courtesy Train Collectors Association, Inc., collection of Lou Redman. No. 10 Interurban from Bill Vagell's Treasurer House. Closed No. 2 and No. 100, John Marron Collection. 2⅞" Gauge Cars from Herb Rost Collection.



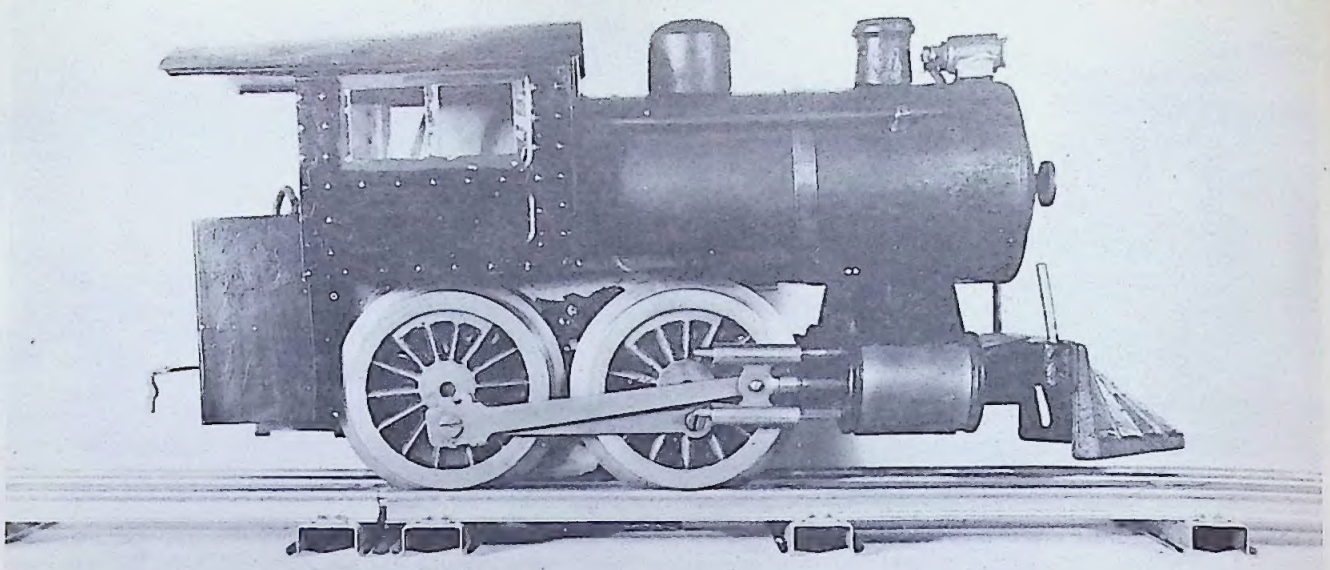

Handsome Lionel No. 8 trolley as shown in an old catalog reproduction measured over 20" long and had open type rear platform.




No. 10 Interurban in Bill Vagell Collection was essentially a standard Lionel Pullman Car with motor truck, end windows, and headlight. Car is Pullman green with gold stamped lettering. Variations are plentiful and some cars were painted maroon.




No. 100 trolley in John Marron collection dates about 1914; sold for $6 with circle of track. Car is 11" long, 4" wide, stands 6" high. Earlier version had offset vestibule windows.



# Early Standard Gauge Steam Locomotives

Early Lionel No. 5 0-4-0 type in standard gauge had thick rim drivers. Crinkle hook coupler would indicate production about 1910-1918. Dome and stack are of hard turned wood. Loco measured 11 inches in length.

1906 saw Lionel introduce a new line of three steam type locomotives, heralding large scale production of standard gauge trains.

**1906** was the year in which Lionel introduced its first standard gauge steam type locomotives and there were three locomotives in the initial offering. The first of these was a chunky little 0-4-0 measuring 11" in length and 5½" high. The engine was constructed of sheet steel and had a Russian iron boiler, coal bunker, illuminated headlight, and 2¼" drivers. Terminals on the rear of the cab permitted connection to lights in the passenger cars. As per practice of the time, such fittings as domes and stacks were of turned hard wood. Two types of drivers can be found. The photo shows the more common thick rim driver. Some No. 5 locomotives can also be found with the earlier thin rim driver, as shown in the photo of the No. 51.

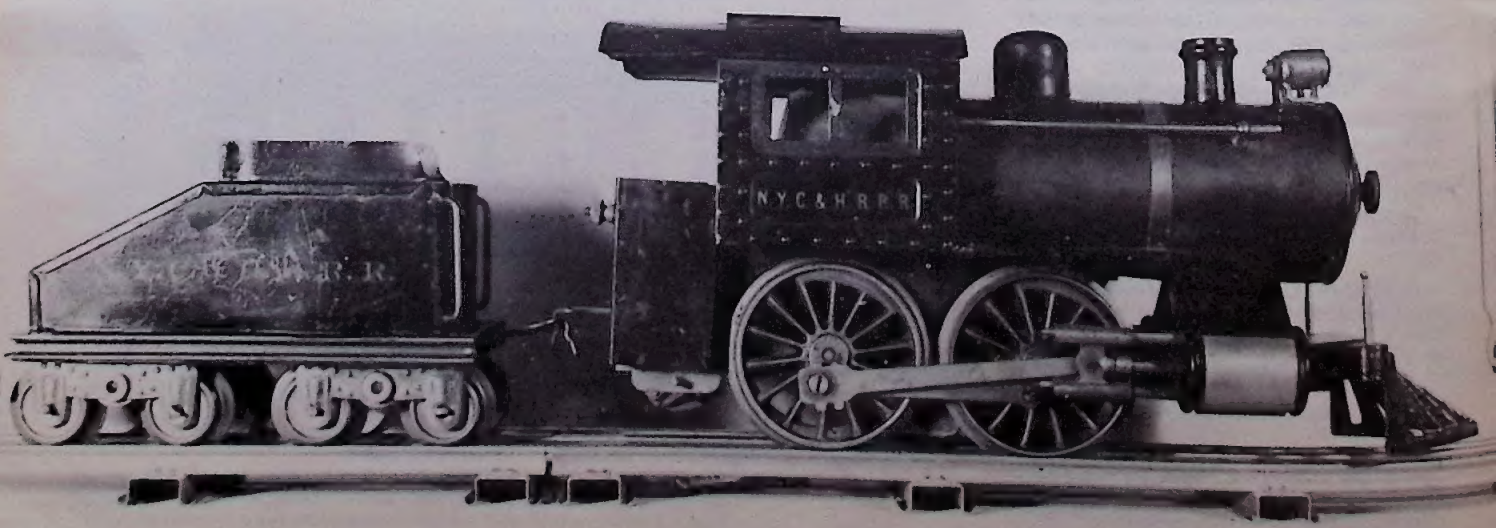
The No. 5 locomotive was recommended for use with Pullman cars Nos. 180, 181, and 182, Day Coach No. 29, and freight cars Nos. 11 to 17.

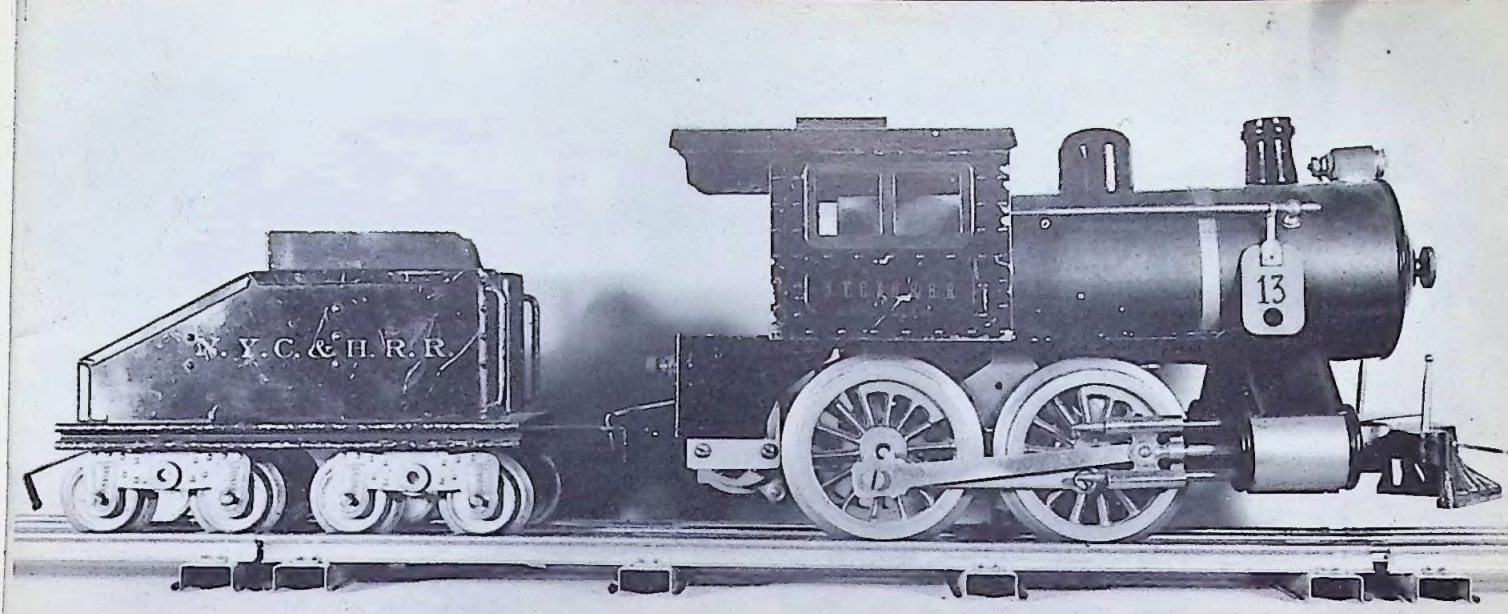
Identical to the No. 5 except that it includes a slope backed tender is the No. 51 0-4-0 type. The double truck tender measured 7" long, for a total engine and tender length of 18".

The third of Lionel's early steam-type locomotives was the No. 6 4-4-0 American Standard type which had remarkably well proportioned lines for an early production model locomotive. The No. 6 measured 22" long including tender and stood 5½" high.

A deluxe version of the No. 6, featur-

No. 51 loco was the No. 5 with addition of a slope back 8-wheel tender. Early version here has thin rim drivers which were also used on early 1906-1908 period Nos. 5, 5 Special, and 6. Note large eyelet trucks.






ing a heavy brass body offered either polished or nickeled and polished, was introduced in 1910 and had phosphor bronze reinforced bearings.

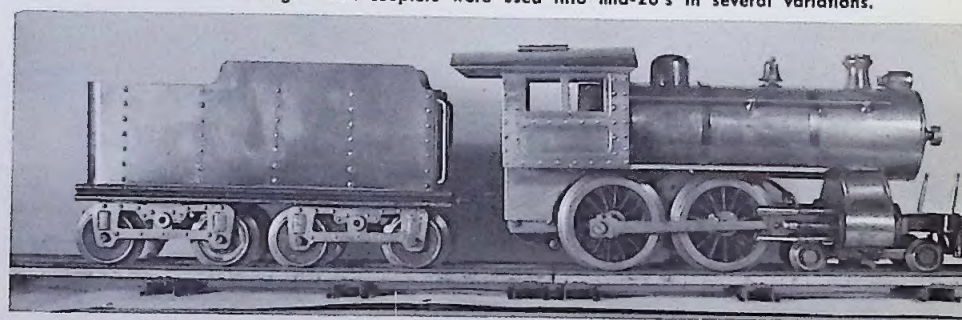
Lettering on the locomotives was rubber stamped "N.Y.C. & H. R. R.R." for "New York Central & Hudson River Railroad". Lettering was stamped on both the cab and tender. Except for the No. 7, the locos were all painted black.

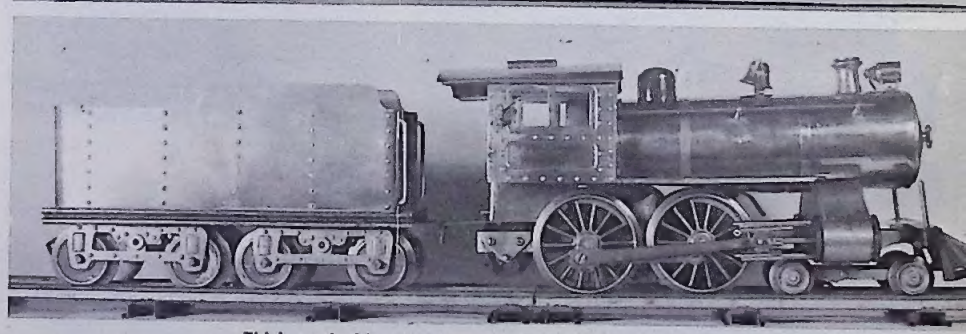
Inasmuch as the locomotives were produced over a relatively long span of time (from 1906 to about 1923) it can be expected that variations in manufacture can be, and are, found. In addition to the thick and thin rim drivers; there are differences in many of the fittings: domes, couplers, motor, etc., which permit close identification in many cases as to actual date produced.

Mention should also be made of the No. 5 Special made from 1906 to 1908 which had a 4-wheel slope back tender and thin rim drivers.

All four locomotives continued in production until 1923, after which year they were dropped from the catalog as Lionel entered a six year all-electric outline period.

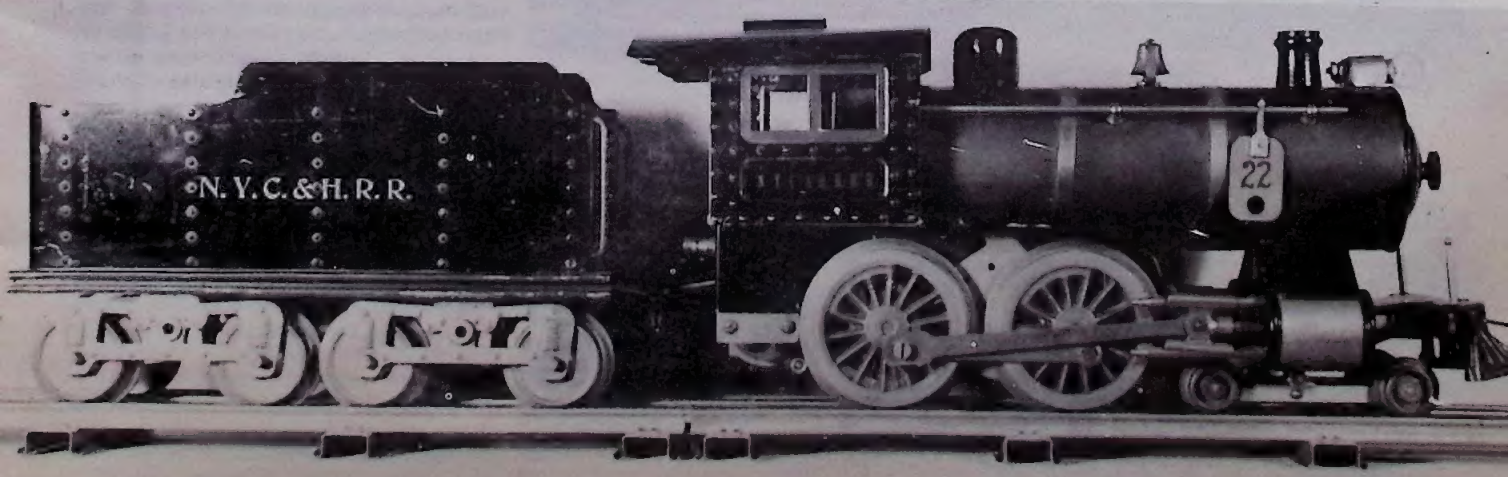
Later production No. 51 with thick rim drivers from the James McKercher collection. Interesting is the absence of the 3rd R in the tender lettering. Hook couplers were used into mid-20's in several variations.

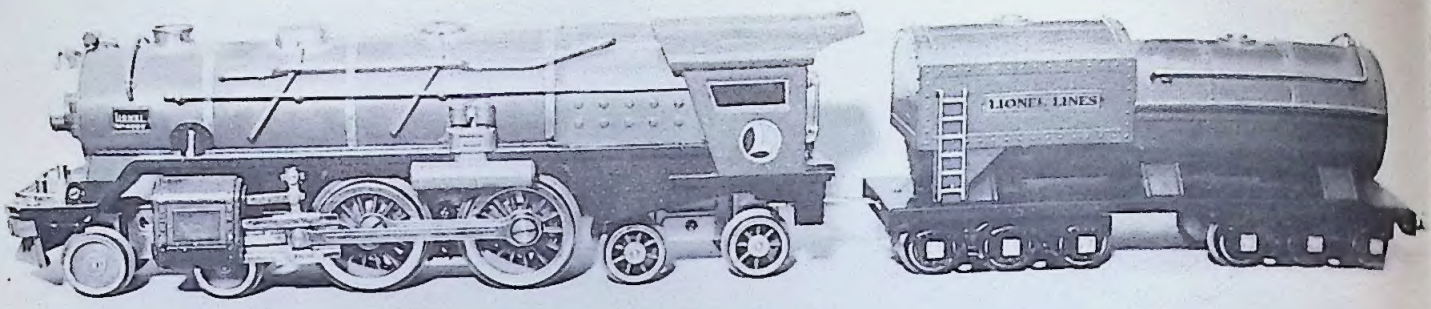




Thick and thin rim No. 7's, both beautifully preserved, in the Bill Vagell collection. Otherwise identical to the No. 6 in design, the No. 7 was offered either nickeled or in natural brass finish.

Thick rimmed No. 6 American type formerly in the McKercher collection rubber stamped for the "NYC&HRRR" lacks an "R" on the tender. Loco is finished in black paint. No. 6 was made 1906-1923.



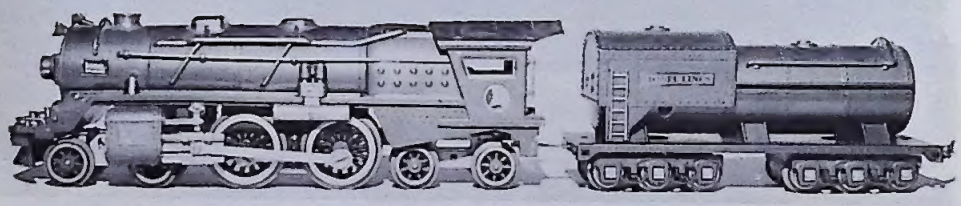



Giant 4-4-4 type No. 400E Blue Comet locomotive and tender in Hal Carstens collection is immaculate. Loco was introduced in 1931 and was offered through 1939 when Standard Gauge trains were dropped.

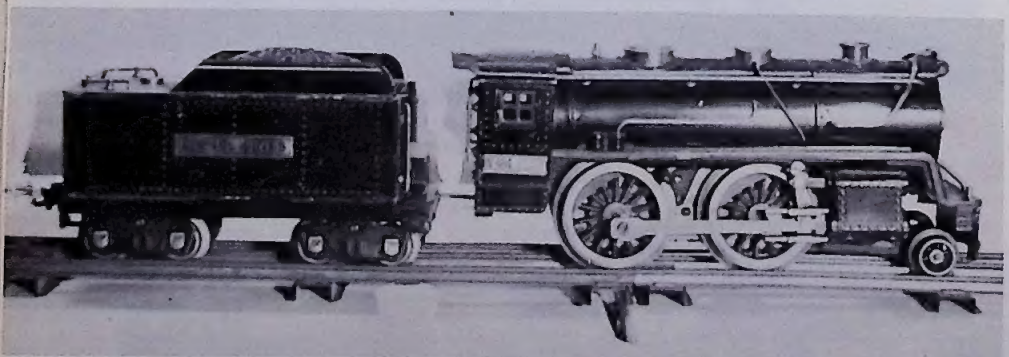
# LIONEL CLASSIC PERIOD

# STEAM TYPE LOCOS

Staff Photos. 1835E from Bill Vagell's Treasure House. 390E and 400E from Hal Carstens collection, 384, 385, and 392 from Dr. L. Dickinson Morris collection.



Gray 400E from Carstens collection has all copper trim whereas the Blue Comet 400E above has nickeled plates and pump. Notice also the use of solid pony wheels above and the spoked wheels here.



No. 384 offered both with and without sequence reverse was baby of classic era steam locos and is generally similar to No. 390 loco.

No. 390 and 390E was first new steam loco offered by Lionel after discontinuance of early period steamers. 390E was offered in many colors including black, green, and blue. Loco lasted three years.

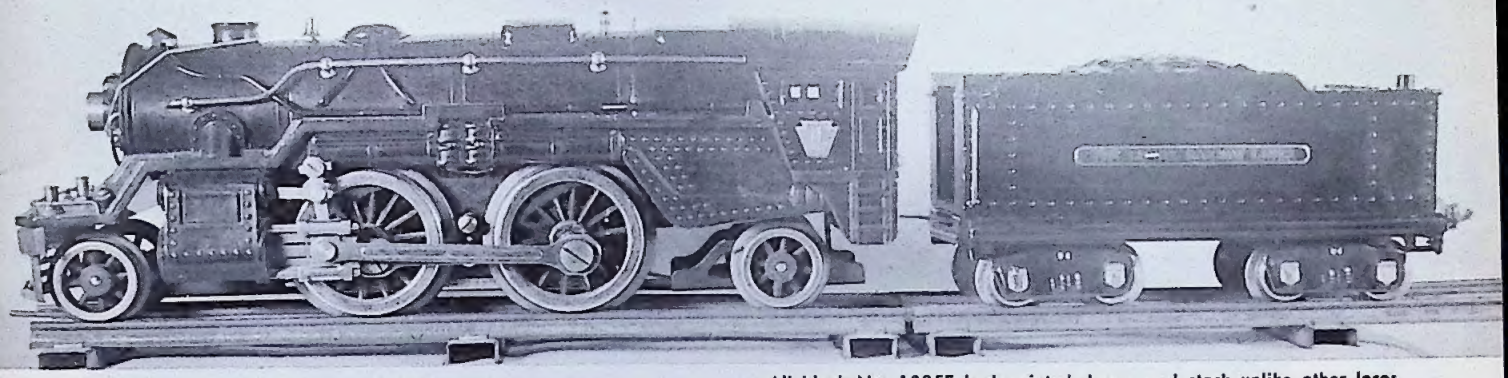
**1929** was the year when steam type locomotives were reintroduced to the Lionel Standard Gauge lineup. That year engine Nos. 390 and 390E made their appearance. These were giant 2-4-2 types identical except for the addition of a sequence reversing unit in the 390E. The No. 390 loco was hand reverse only.

The locos measured 14 inches long and 5 inches high while the tenders were 8¼ inches long and 4½ inches high. Construction was a combination of heavy sheet steel with castings of an early but reasonably stable zamac type zinc alloy. In its bright black enamel paint with red cow-catcher (Lionel's terminology) and brass, copper, and nickel trim; the engine was Lionel's "Giant of the Rails." The engine was equipped with the Lionel Bild-A-Loco motor.

The 390 and 390E locos were quite short lived, the 390 disappearing the following year with the 390E no longer listed after 1931. Even so, a number of variations are found. 1930 saw the Blue Comet make its appearance with the 420-421-422 passenger cars and the 390E loco in blue with a yellow stripe. There was also a somewhat rare green 390E and a two-tone green 390E. Since these blue and green 390E locos bring a higher price than the black versions, collectors should be sure that the colored versions are authentic factory paint jobs. It follows that a black loco repainted green or blue wouldn't be worth anywhere near what an original black 390E would bring, which isn't too much anyway. The black loco is also found either with or without an orange stripe down the running board.

The tender was a coal type with simulated metal load and 4 wheel trucks and came both all black and with orange striping, or to match the green or blue locos. Tender wheels were either small to match the 500 series cars or large to go with larger cars.

Smallest of the new series steam type locos was the No. 384 and 384E, a 2-4-0 type generally similar to the 390E in general appearance but measuring only 21 inches in length with tender. The No. 384 and 384E made their appearance in 1930, vanishing with the 1933 catalog. The No. 384 is known only in black enamel with or



All black No. 1835E had painted domes and stack unlike other locos in series. Tender is simulated all-weather type with brass insert keystone. Wheels are red enameled. Tender is ex-Ives diecast type.

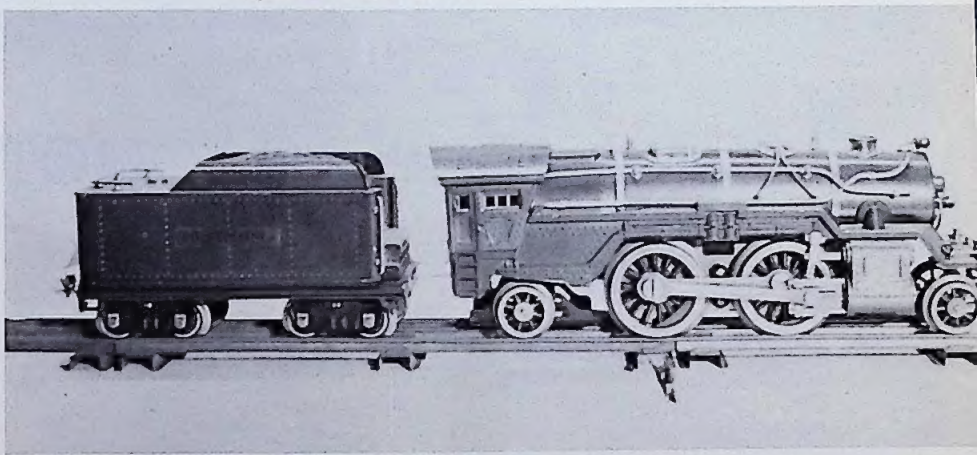
without a green stripe.

Following discontinuance of the No. 390E in 1931, Lionel introduced another new steamer the following year: the No. 392E 4-4-2 Atlantic type loco. Much like the 390E, the No. 392E was longer with its 16½ inch length and featured a simulated all-weather cab compete with side doors but, strangely, open at the rear. The cab windows were tiny and the cab side featured a brass insert Pennsylvania style keystone having the letters LL (Lionel Lines) embossed thereon on a field of red. Again the boiler was of cold rolled steel with pilot, boiler front, frame and other parts of zinc alloy castings. Headlights were illuminated and the firebox glowed. Domes, stack, handrails, and similar parts were finished in either copper or brass. The tender was 8½ inches in length and came equipped with 4 wheel trucks and the new Lionel Chugger device. Later locos were equipped with a larger die cast tender having 6 wheel trucks and whistle. The 6 wheel tender and loco combination was finished in gunmetal. The loco was made to go with 500 series freight cars and 420 and 424 series passenger cars. The No. 392 loco apparently came only with sequence reverse, as a 392E.

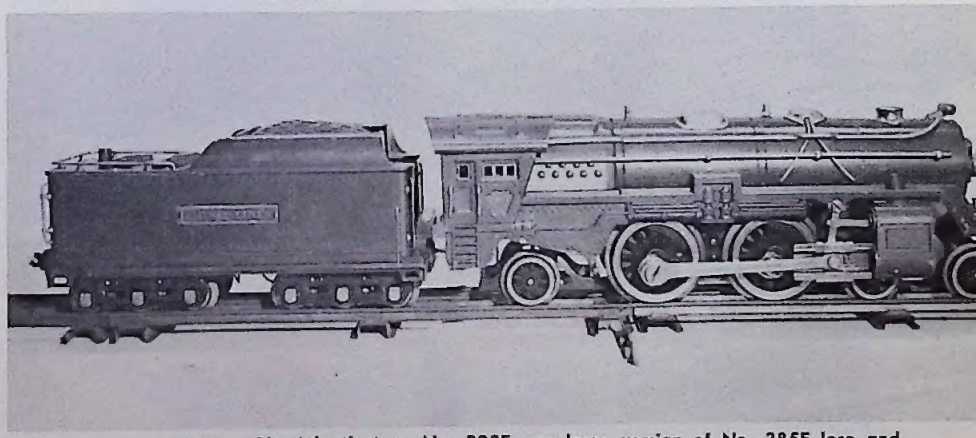
Similar to the No. 392E was the No. 385E, a 2-4-2 type introduced in 1933. Unusual was the solid pilot wheel on some of the locos while others have spoked. The No. 385E was finished in gunmetal with nickeled domes and trim and featured a Chugger and later a whistle mounted in the tender. The loco mated with the same cars as the No. 392E. Overall length of loco and tender was 23½ inches.

Identical with the No. 385E but lower priced was the No. 1835E which lacked the Chugger sound and had black enameled domes and nickel trim. Later models were whistle equipped. Both the No. 385E and 1835E were offered until the end of Lionel Standard Gauge cataloging in 1939.

Greatest of all Lionel Standard Gauge locomotives was the famous No. 400E 4-4-4 distant control locomotive and tender. The 400E loco measured 18½ inches long and 5¾" high. The tender was of the Vanderbilt type, or, using Lionel's terminology, an "oil tank tender." The 400E had green illuminated running lights, brass bell



No. 385E loco is identical with No. 1835E but with brass domes and stack and addition of whistle. After 1935, all locos were offered with whistle. No. 385E loco measured 23½ inches overall length.



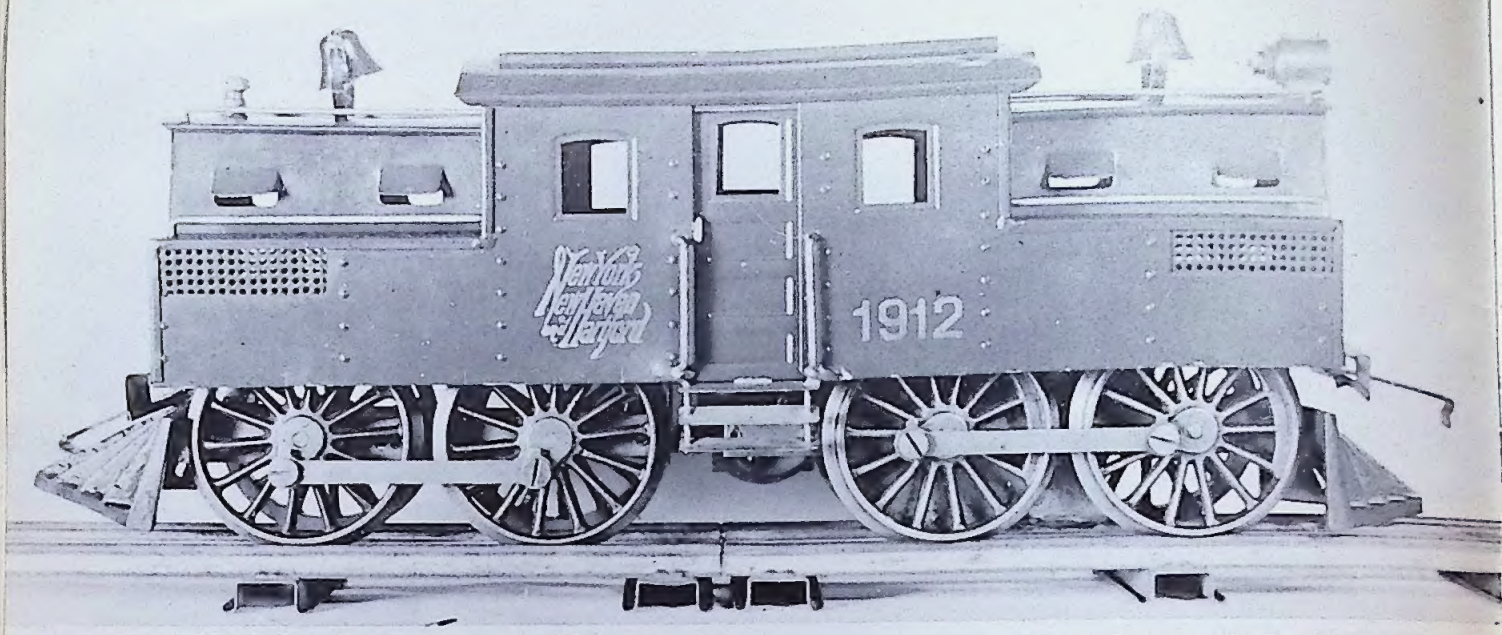
Big Atlantic type No. 392E was large version of No. 385E loco and had much the same appearance. Loco had green illuminated running lights and glowing firebox. All locos had bright red cow-catcher.

mounted on the boiler front and big 6 wheel tender trucks. Introduced in 1931, the 400E quickly replaced the No. 390 as the locomotive heading Lionel's crack Blue Comet.

Color variations of the No. 400E were many. The loco came in shiny black enamel both with and without red enameled trim down the sides of the running board and tender walk. There were also 400E locos in crackle black finish, gunmetal, and grey. Engines sold with the Blue Comet were painted a rich two tone blue with early models having a yellow running board stripe.

Variations are plentiful in the No. 400E and include solid or spoked pilot wheels, addition of whistle in later models, and more.

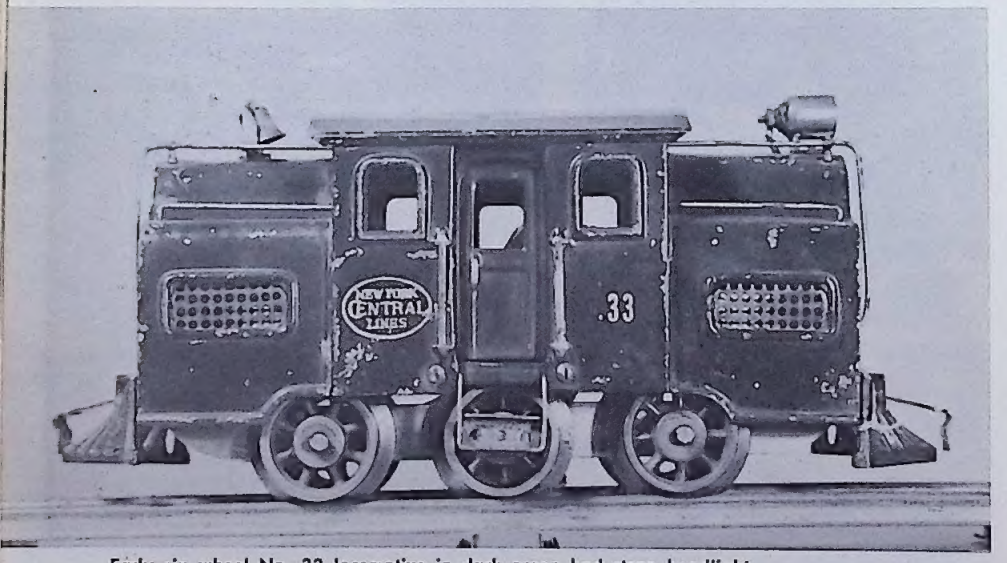
The latch coupler was standard on all Lionel late model steam locos, despite the introduction of the box coupler on O gauge equipment in the late 1930s. By then, Standard Gauge was already rolling into the sunset.



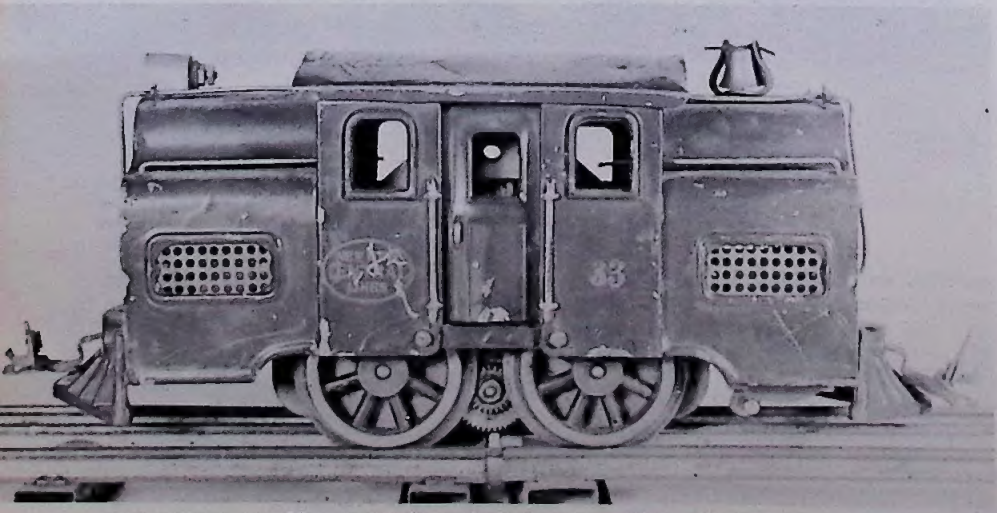

Lettered strangely for the New Haven, this NYC S design electric No. 1912 measured 15½ inches long; had square edge body.

## EARLY PERIOD

# ELECTRIC TYPE LOCOMOTIVES




Early six wheel No. 33 locomotive in dark green had strap headlight, rubber stamped lettering, and cast iron wheels. Length was 11 inches.



Most common No. 33 was this four wheeled version which could be found with many variations including early U frame, late Super motor, Mf. or Corp. name plate, iron or cast wheels; grey, green, black.

**Round and square edges marked the two types of Lionel electric outline standard gauge locos offered in the 1910-1925 period of production.**

ELECTRIC outline locomotives in standard gauge followed some four years behind introduction of Lionel's first standard gauge steam locomotives introduced in 1906. Lionel chose for its design the then wonderfully ultra modern electric behemoths of the New York Central: the famed S series with their humped ends. The first of these locomotives was No. 1910, a sheet metal 0-6-0 type measuring about 11 inches and equipped with the U frame, small cast iron wheels, and rubber stamped for the New York, New Haven & Hartford in gold over a dark green enamel. Like all of the very early Lionel electrics, the No. 1910 was very boxy in appearance, having squared edges.

The 1910 was followed in 1911 by, you guessed it, the No. 1911 in a slightly larger body but having only four large size cast iron drivers. Designwise, the No. 1911 was very similar to the No. 1910. There was also a 1911 Special having an 0-4-4-0 wheel arrangement which was to emerge as the No. 53 in 1913. Why these early New York Central design locomotives bore New Haven lettering is a puzzler for collectors to chat about in their bull sessions and is comparable to more recent days when Penn Line painted and lettered its HO Pennsylvania RR GG-1 for the Milwaukee Road.

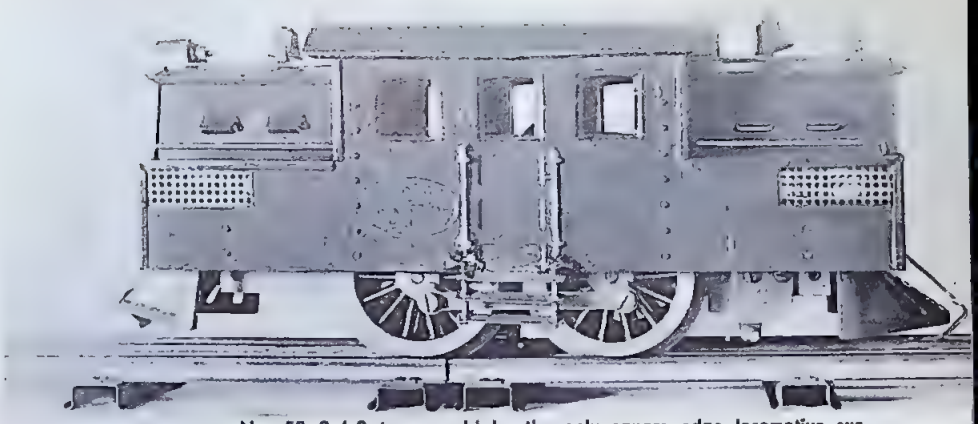
The big No. 1912 came next, a handsome giant which was beginning to show clearly what trend Lionel would follow in its big line for more than a decade to come. This one still had the squared corners, punched ventilators and open louvers, plus two bells, a pedestal type headlight, and a terminal post at the rear (where a second headlight might have gone) for the early passenger car illumination wiring hookup. Side rods connected the twin pairs of cast iron drivers. All locomotives had the hook type coupler. There was also a 1912 Special made of sheet brass, otherwise identical with the 1912.

In the years 1912 and 1913, Lionel's standard gauge line underwent a major renumbering and reworking that seemed to make more sense. A six-wheeled No. 33 made its appearance, replacing the old No. 1910. This engine measured 11 inches in length and stood 4½ inches high. The drivers were 1¾ inches in diameter. Construction was the same sheet steel of all the Lionel locomotives but the early square corners had given way to a gentle rounded edge on the corners. The model in the photo, from the Joe Ranker collection, has one pedestal type headlight and one bell. There was no provision for reversing the locomotive.

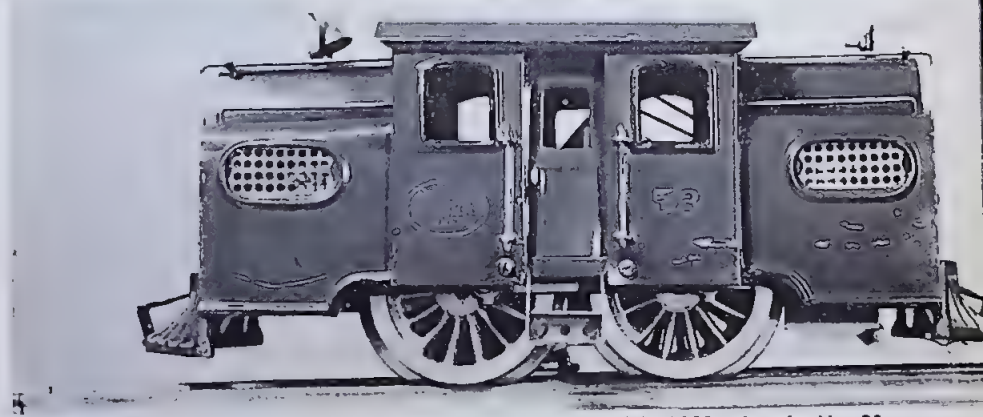
In addition to the six-wheeled No. 33, there was also the far more common four-wheeled version, otherwise practically identical. The standard No. 33 is found in three basic colors: dark green, grey, and black. Rubber stamped lettering is standard. The early No. 33 is found with the U frame. A few late model No. 33 locos can also be found with the much later period Lionel Super motor and date just prior to the discontinuance of the locomotive in 1925. The No. 33 was made in large quantities and even today is plentiful. At least one example should be found in any collection worthy of the name. And as on all Lionel locomotives made around the World War I period, the locomotives can be found with still one additional interesting variation. Earlier locomotives bear the "Lionel Manufacturing Company" nameplate while later models have the "Lionel Corporation" plate. This is another collectible variation. It is beyond the scope of this series to go into still more variations as many become obscure, although followed with interest by collectors: changes in motors, brush mountings, headlights, reversing mechanisms, paint and rubber stamp designs, and so forth.

The 33 also had a somewhat less common brother, the No. 34, which was otherwise identical and can be found in either the four or six wheel version. It is primarily a variation of the No. 33, dating to Lionel's early days when the engine bore the same number as the set. Curiously, the 1915 catalog pictures a No. 34 0-6-0 type with New Haven lettering and two

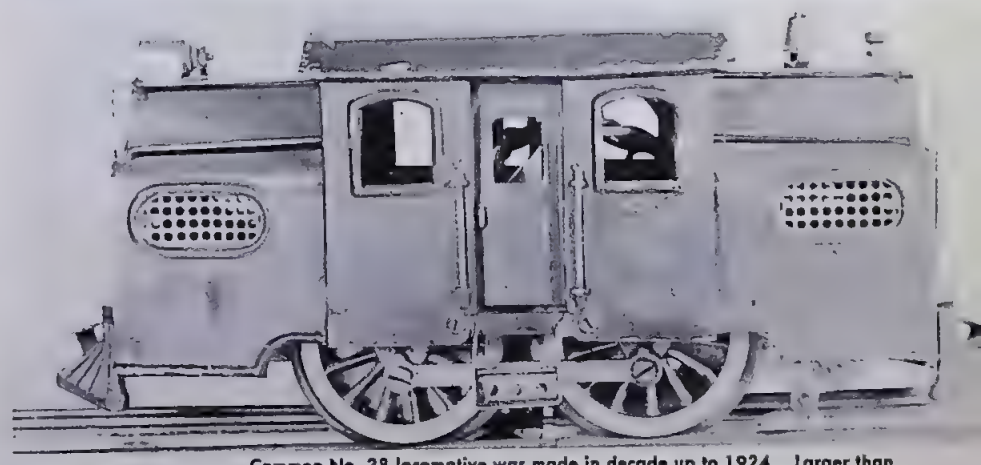
Staff photos. Models from the collections of Joseph Ranker, Bill Valgell's Treasure House, John Marron, and Hal Carstens.



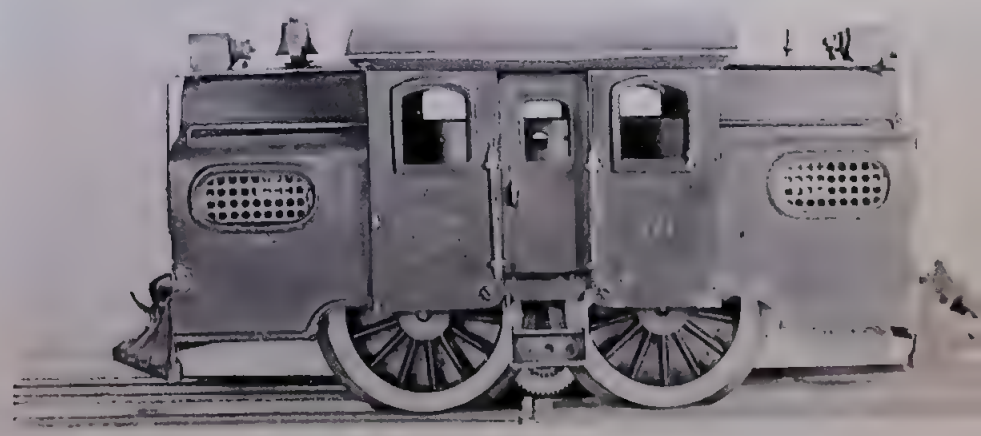
No. 53 0-4-0 type would be the only square edge locomotive surviving up to 1919. Strap headlight and side rods were featured.



Last type of No. 53 was made by Lionel in 1920 using the No. 38 locomotive body in maroon. Hook couplers were still being used.



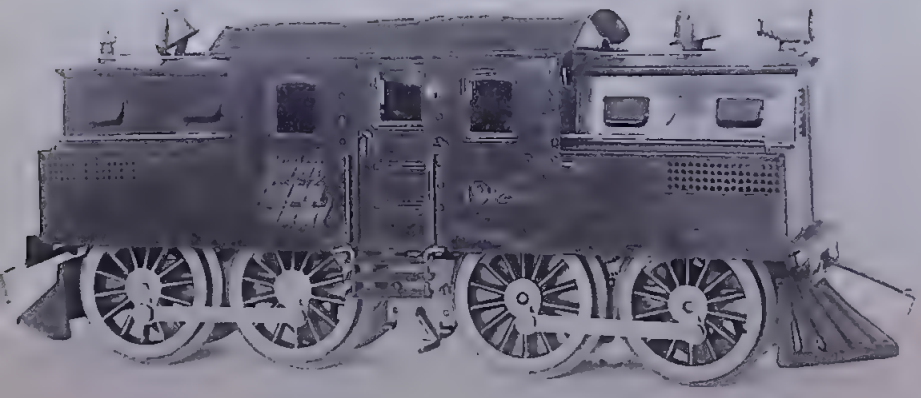
Common No. 38 locomotive was made in decade up to 1924. Larger than sister No. 33, engine featured side rods; was offered in 7 colors.



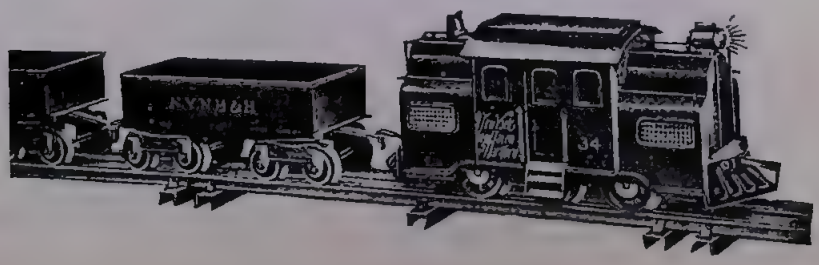
A modernized version of the No. 38 was this Super motor equipped No. 50 offered in 1924-1925 just prior to start of classic period.

Giant No. 42 was one of Lionel's most famous locomotive designs and was offered in single and twin motor versions and in 5 colors.

All brass No. 54 was identical with No. 42 except for materials. Magnet test proves authenticity over faked brass plated No. 42.



Thick rimmed No. 1912 from Bill Krames collection antedates the thin rimmed version on page 10 by perhaps a year. Thin rim model has crinkle hook couplers compared with straight type shown here.




No. 34 was same as the No. 33 and came in both the four and six wheeled versions. This was smallest Lionel Std. gauge locomotive.

No. 112 Gondola Cars in Freight Outfit No. 37, but bills it as the No. 33 locomotive! Early catalogs are full of such inconsistencies, perhaps accounting for some of the appeal of train collecting.

Next step up Lionel's rung of engines was the No. 38, a round edged loco replacing the earlier 1911 0-4-0 type. Almost identical with the No. 33, the No. 38 was somewhat larger measuring 12 inches in length and stood 5 inches high. Drivers were 2½ inches in diameter and there was a reversing controller and side rods. Lionel claimed that the extra size and features "are easily worth the difference in price between this and the No. 33." In 1915, the No. 33 sold for $7.00 and the No. 38 at $8.50. Code word of the No. 38 was "Akron." The No. 38 is known to exist in a variety of colors: dark green, black, grey, maroon, a light olive, and mojave and red.

Without question, the most famous of all of the early Lionel locomotives was the great No. 42. This 15½ inch giant had two sets of drivers and every feature of the best Lionel locomotives of the period and more. A development of the earlier square No. 53 0-4-4-0, the No. 42 had 2½ inch drivers and stood a massive 6 inches high. The drivers were paired with side rods and swiveled freely to accept the sharp radii tinplate track.

The No. 42 appeared in 1912 as a single motor engine. Around 1920, Lionel made the locomotive a twin motor job controlling both motors with a single reversing mechanism, a remarkable breakthrough of control in those early days. This twin motored No. 42 paved the way for the more modern classic period No. 402 which was to follow in 1923.

Common colors for the No. 42 are black, dark green and olive but some models are also to be found in peacock and mojave. Some of the earlier locos featured sliding side doors. The 1915 catalog price for $14.00.

As great as was the No. 42, it was exceeded in magnificence by the all brass No. 54 with its all brass body. This gleaming beauty sold for $24.00 in 1915. Some unscrupulous collectors have been known to take the No. 42 locomotive and have it brass plated to make it look like a No. 54. Would be purchasers should give all No. 54 locos the magnet test as the No. 42 was an all steel locomotive. Nos. 42 and 54 continued in the line until 1923 when the big new No. 402 was unveiled.

We now revert back to the old square No. 1911, which as we said had become the No. 53 in 1913. This square locomotive came equipped for its first few years with eight cast iron wheels (solid and perhaps spoked) in both the 1911 Special and 53 numbers. In 1915, continuing to use the old square edge body, Lionel changed the No. 53 to an 0-4-0 type with the old 1¼ inch diameter drivers giving way to 2½ inch size drivers. As in the No. 38, the side rods had connecting side rods. Pilots were cast iron and the headlights are of the strap type in the model pictured

in these pages from the Bill Vagell collection.

The square edge four wheeled No. 53 measured 13 inches in length and stood 5 inches high. The loco boasted a starting, stopping, and reversing controller. The loco was designed for use with Lionel's 10 series freight cars and the maroon 180 series passenger cars and was maroon in color although catalogued by Lionel as being wine colored.

The square No. 53 continued in the line until 1920 when Lionel dropped the last remaining holdout of the old square edge body era and made some maroon 53 locomotives using the same body as used in the No. 38.

Aside from the modernized No. 33 previously mentioned, the last new electric locomotive in Lionel's early series of standard gauge locomotives was the No. 50 which made its debut in 1924 at a time when some of the other early period locomotives had already been discontinued. Offered only two years prior to the complete Lionel rebuilding of its locomotive fleet, the No. 50 was essentially a No. 38 body into which had been built the new Lionel Super motor. Why a new number was assigned to the No. 50 while the souped-up No. 33 continued with that number is one of those mysteries which collectors can argue over. The new No. 50 boasted the new couplers. The transition period between the early and classic eras was at hand.

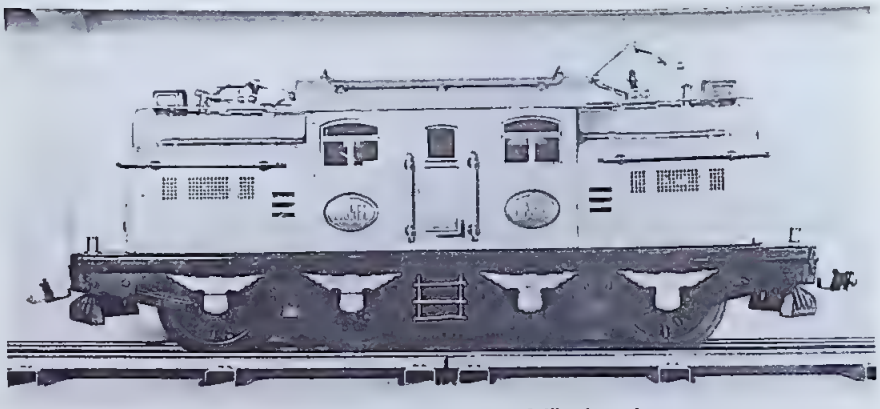
Early No. 1910 from Bob Beader collection is an 0-6-0 type with square body having door embossed into side, solid drivers, early crinkle hook type coupler. Lettering was rubber stamped "NYNH&H."

Somewhat later No. 1910 in Bill Krames collection is virtually identical with early No. 33 0-6-0 type and has the No. 33 body style. Drivers are now spoked but couplers are still crinkled.

1910, 1911, 1912 photos Bill Krames collection. photos by Al Schrader.

Lionel's No. 1911 was introduced as a thin rimmed 0-4-0 type, as in this model found in the Bill Krames' collection, and is also found as an 0-4-4-0. Note the monitor roof and embossed door.

Staff photos. Models from the collection of Harold H. Carstens and Bill Vagell's Treasure House.



The 408E, deluxe version of the 402 and 402E featured illuminated insert marker lights on each end, roof handrails, and large operating pantographs.

# LIONEL CLASSIC PERIOD STANDARD GAUGE ELECTRIC LOCOMOTIVES

Lionel's No. 9 is found in both 4-wheel and 8-wheel variations, and is also known as a No. 9E with sequence reversing, and as a 9U originally offered in kit form. Design is Pennsylvania RR.

THE big changeover in Lionel's Standard Gauge line affected both locomotives and cars. The first Standard Gauge locomotives released in the new series were all of electric outline. Steam type locomotives which disappeared from the Standard Gauge lineup in 1923 were not to be reintroduced until advent of the big new 390 and 390E in 1929.

Disregarding size and elaborateness, there were three basic designs used by Lionel in all of their electric locomotives. Nos. 8 and 9, optionally offered as the 8E and 9E (There was also a 9U sold in kit form, a sample of which can be found in the collection of John Marron, of Harrison, N. Y.) were boxlike in appearance and resembled the Pennsylvania Railroad's 0-1 B-B-B type. Type 2 was the St. Paul type modelled after the round hood Milwaukee Road Olympian bi-polar electric locomotives and includes Lionel's No. 10, 380, and 381. Type 3 is the familiar New York Central S class electric locomotive, represented by Lionel's No. 318, 402, and 408. All locomotives were optionally available with the type E sequence reversing unit.

Lionel's famous No. 8 and 8E were the low priced leaders in the line, retailing at $11.50 ($13.50 Western price) back in 1927. This box cab electric was typical of the entire line insofar as construction was concerned and is the one engine that the average modeler or collector is likely to run across in his travels, having been produced in enormous quantities. The engine measured 11 inches in length and 4½ inches in height. Features included the new Lionel automatic coupler, known today by collectors as the latch coupler and, indeed, not considered overly automatic. There were two operating headlights, four drivers, brass and chrome trim parts, and of course the 8E had the sequence reversing unit.

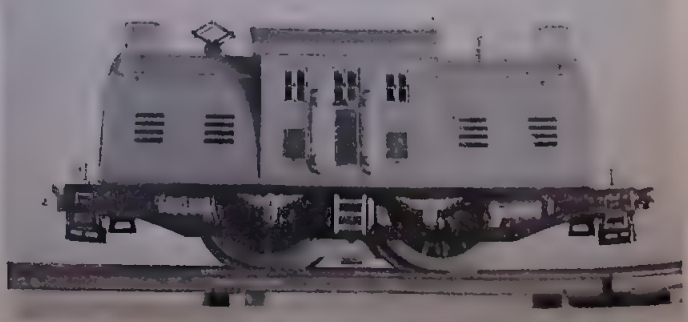
As in almost all of Lionel's locomotives, there were numerous variations of which color was the most obvious. The No. 8 is commonly found in red, mohave, maroon, peacock blue, and two shades of olive green (light and dark). Variations include a red with cream stripe and a green version made especially for Macy's Department Store but without any special lettering.

Early versions of all engines had strap steel type headlights and these are usually in better shape that the cast headlights adopted a few years later which have frequently chipped or disintegrated over the years. Replacement parts are offered in the form of reproductions, offered by several suppliers.

Almost as common as the 8 was the No. 10 and 10E, a four wheeled bulbous looking locomotive slightly larger than the 8, measuring 11½ inches long and standing over 5 inches high. Detail and mechanical features were generally as in the No. 8 locomotive but not as many colors were offered: red, gray, mohave, and peacock, in the No. 10. The No. 10E came in gray and peacock in the supermotor version and in peacock and light brown, with striping, in the Bild-

Most common of all Lionel Standard Gauge electric locomotives is the 8 and 8E. Ives used same body in several of its transition locos.

Another often seen locomotive is Lionel's 10 and 10E. This is another loco found with the Ives nameplate in an Irvington production model.



A-Loco model. There is always the possibility that other colors were made

Next in size are the Nos. 318, 318E, 380 and 380E. The 318 is again slightly larger than the No. 10 measuring 12½ inches long and 5⅜ inches high. The 380 measures 13½ inches long and stands 5½ inches tall. The 380 is a larger version of the popular 10 and is not quite as plentiful although there are many of them around.

For a large locomotive the No. 402 and 402E is surprisingly common. This engine with its New York Central styling and twin super-motors had tremendous pulling power, far more than the larger No. 381 which we'll discuss later. The 402 featured small tunnel type pantographs, brass plates and trim, nickel "wing" springs, black frame and red pilots. This monster measured 17 inches in length and stood 6½ inches high. A feature of the 402 which recently has been adopted on certain scale models was the headlight which would shine only in the direction of travel.

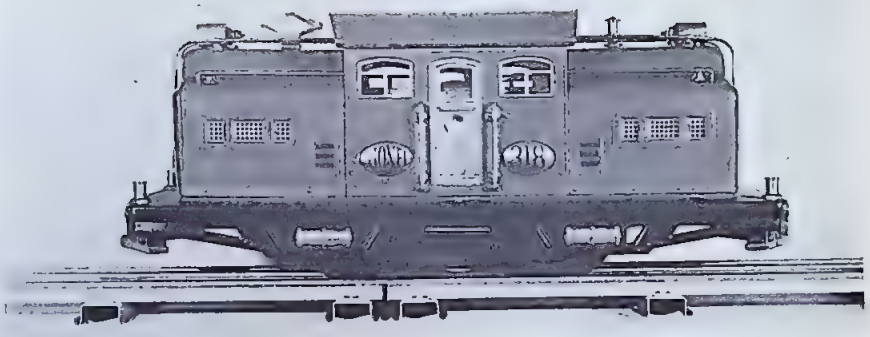
The No. 408E is a super detailed, deluxe version of the 402, with such added detail as large operating pantographs, additional handrails on the roof and four inset lights, two on each end of the body.

The 402, 402E, and 408E were all offered in mohave. Additionally, the 402 is also reported in light apple green and the 408E in 2-tone brown and several shades of green. Only the 408E can be found with the Bild-A-Loco motor; the 402, 402E, and 408E all having the regular twin Lionel super-motors.

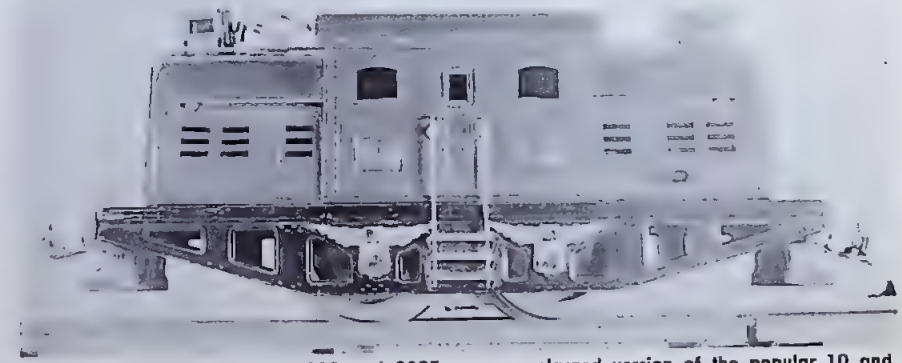
The two remaining Lionel electric locomotives of the late series are the No. 9 and the No. 381. The No. 9, also offered as a 9E and 9U (Kit) was a large Pennsylvania type measuring 14¾ inches long and 6¼ inches high and featuring the Lionel Bild-A-Motor. Commonly found colors of the No. 9E are orange, gunmetal gray, and 2-tone green (the gray and green offered with pony wheels). The 9 was offered in dark green and the 9U in orange. The 1929 Lionel pocket catalog in its red and blue inks might lead the new collector astray into thinking the 9 was also offered in a red or burnt orange. Catalog illustrations are not always accurate in either their color representations or in detailing as they often picture pre-production mock-up models substantially different from that actually offered. This is the reason this series shows actual photographs of production models wherever possible.

The big 381, 381E, and 381U (Kit) measured 18 inches long and stood 6½ inches high and featured the Bild-A-Loco motor and operating pantographs. Despite its large size, it was exceeded in price by the more powerful twin motored 408E. All versions of this loco had the 2-tone green color scheme. The 381U model bore a 381 number plate, although, curiously, Lionel's 9U had a brass etched 9U plate.

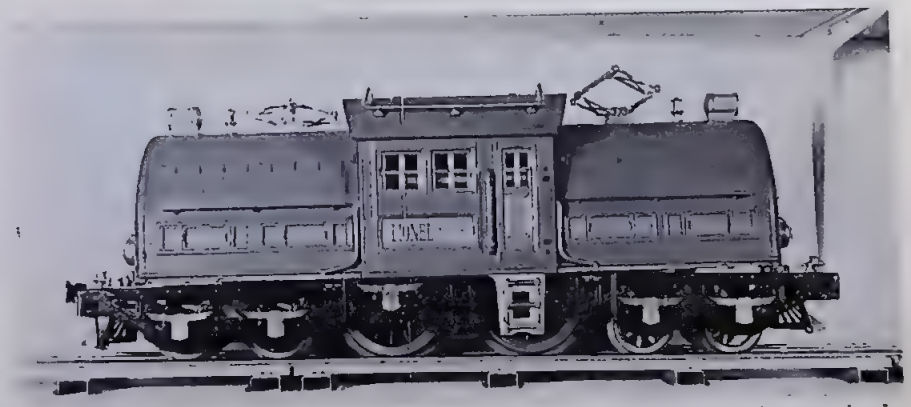
All of Lionel's electric outline locomotives were subject to many variations, permitting close pinpointing of exact dates. That, however, is beyond the scope of this article.



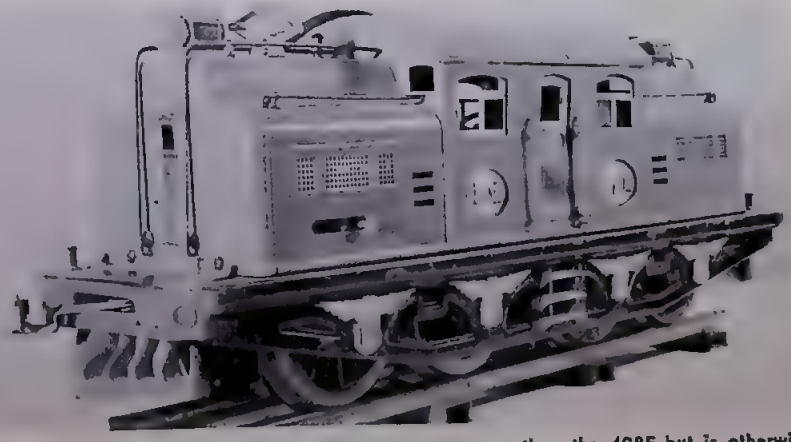

The 318 was the smallest Lionel Standard Gauge electric in the late series having New York Central styling. used with 100 or 500 cars



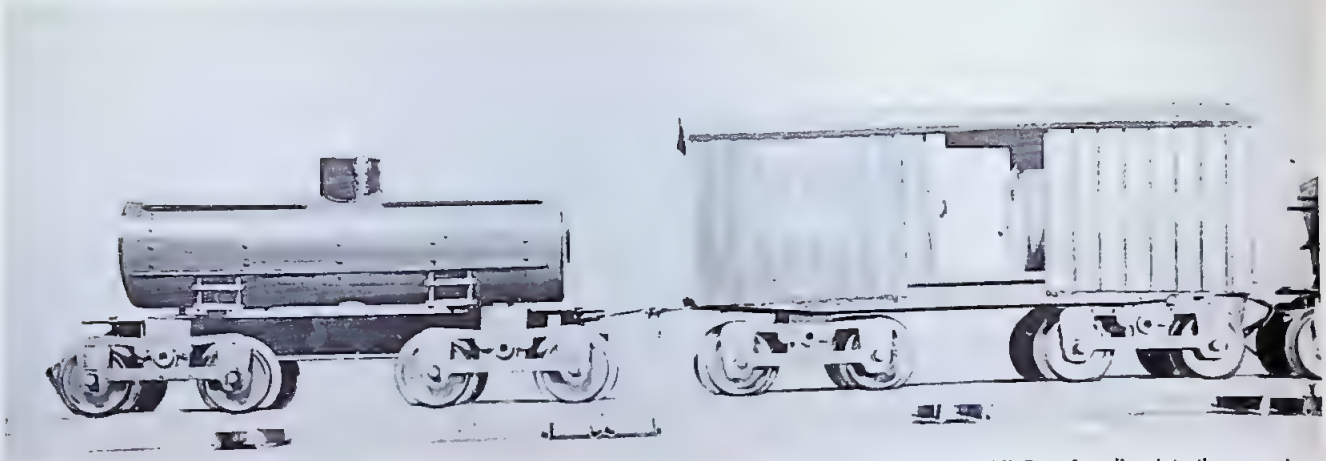
Eng. 380 and 380E was an enlarged version of the popular 10 and 10E but had different cab windows. 10 and 200 cars went with loco.




The 381 was the largest of all Lionel electric types and even today is regarded favorably as a creditable version of the Milwaukee bi-polar.



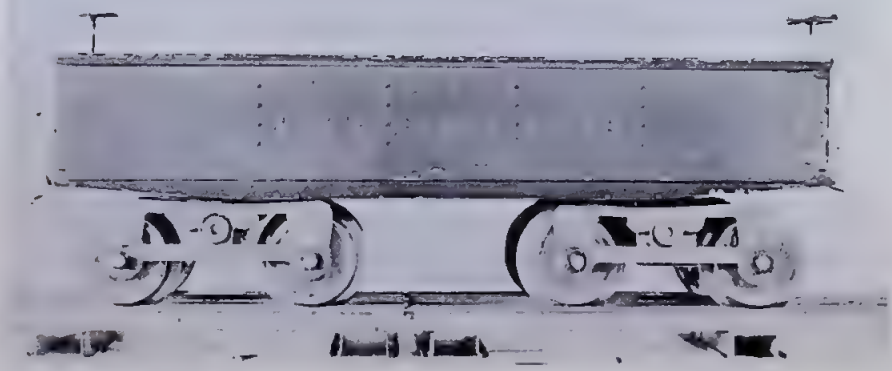
Lionel's No. 402 is far more common than the 408E but is otherwise the same without the extra detailing. Commonly found in mohave.



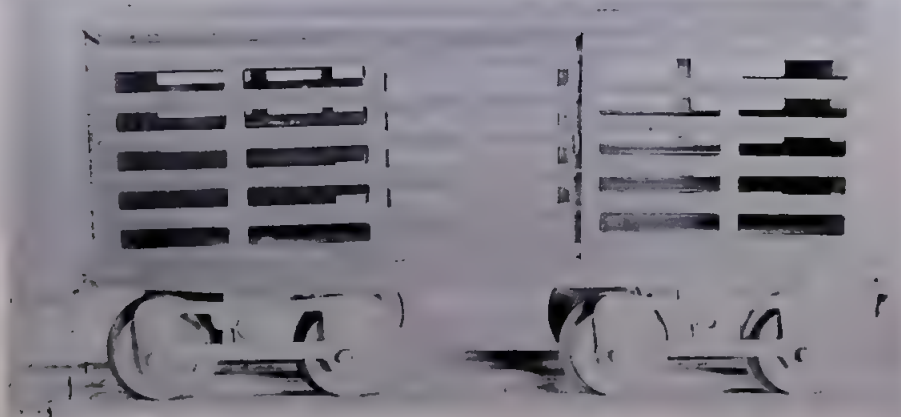
No. 15 Oil Car of earlier date than one shown on opposite page has built-up soldered steps. Box car was used in milk company promotion.

# 10 SERIES FREIGHT CARS

The No. 11 Flat Car measured 11½ inches in length and stood 3¾ inches high. Early versions had handrails almost the full length of the car. Pennsylvania Lines lettering was rubber stamped.



The No. 12 gondola was offered at various times lettered for the Lake Shore, Union Pacific, and Rock Island. Colors red, grey, green.



Cattle Car No. 13 had inside sliding doors as did the No. 14 Box Car.

## LIONEL EARLY PERIOD

**Lionel's first real freight car line made its appearance in 1907 and was to last for 20 years.**

Staff photos. Cars from the collections of Joseph Ranker and Hal Carstens.

IN 1907 Lionel introduced its first complete series of freight cars in the so-called "Ten Series", but actually numbered 11-17. Lionel's catalog copy in the 1915 catalog bragged up as follows, "All these cars are constructed throughout of sheet steel. The individuality of each style of car has been studied and copied faithfully. They will not come apart or bend out of shape. All trucks are flexible, which means they will not jump the track while running either forward or backward. They move so easily that one of our locomotives will haul a number of them without difficulty. The wheels are made of steel, and are reinforced at the back with heavy steel discs. They are mounted on solid Bessemer steel shafts. No wood enters the construction of these cars.

"All the roofs are removable and doors slide so that the interior of the cars can be easily reached. Trucks and wheels are nickeled. The construction of all cars is similar in every respect, but vary in size in accordance with the locomotive with which they are intended to be operated. All the cars are hand enameled and trimmed and are appropriately marked with the names of the most prominent railroads".

The seven different cars included a flat, gondola, cattle, box, oil, ballast,

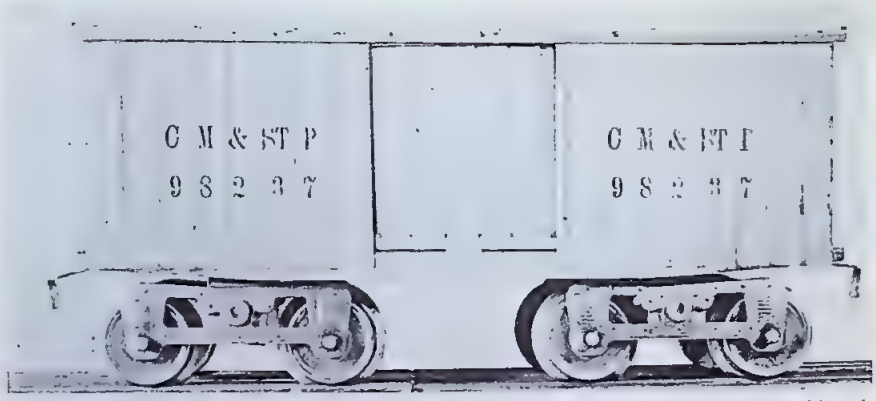
and caboose. Unlike later series freight cars, lengths on the 11-17 series varied. Flat car No. 11 measured 11½ inches long and stood 3¾ inches high. Gondola No. 12 measured 11¼ inches long and stood 4⅜ inches high. The No. 13 Cattle Car and the No. 14 Box Car both measured 11¼ inches in length and 5¾ inches high and were generally similar. The No. 15 Oil Car was 10¾ inches long, stood 5¾ inches high and had the tank mounted on a long narrow center frame. Also mounted on a long narrow center frame was the No. 15 Ballast Car which had movable sides actuated by end levers.

Color schemes varied through the years, as did lettering, truck and wheel detail, and various other minor features. Lettering was rubber stamped for prototypical railroads. Earlier cars are rubber stamped "Lionel Manufacturing Co." on the bottom of the cars, with later cars rubber stamped with "Lionel Corporation". Colors were quite subdued in contrast to cars produced during the classic period, considered the golden era by collectors. The flat is found in orange or red with Pennsylvania Lines lettering. The gondola is found in red, grey, and green with Lake Shore, Union Pacific, or Rock Island lettering. The No. 13 Cattle Car bore no lettering and came in light green or apple green. The Box Car was offered in red and several shades of orange with C.M.&St.P. lettering with the following numbers: 19050, 54087, and 98237. A 1926 catalog illustration also shows the car as orange with special "Union Line" herald but was probably not made as such.

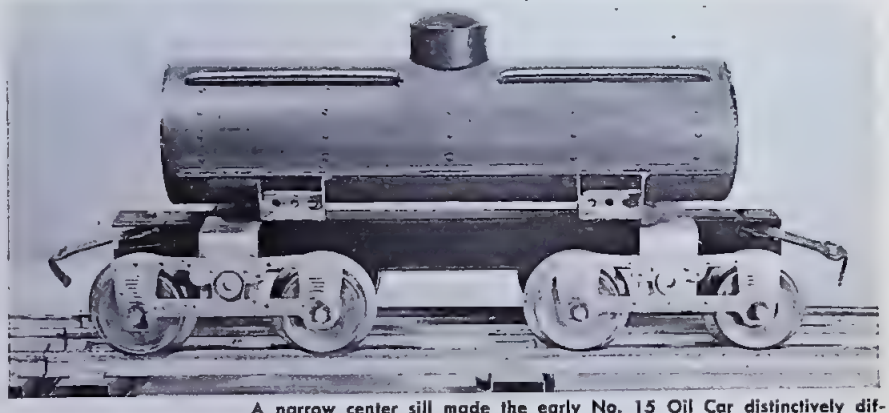
The Oil Car came in maroon with Pennsylvania lettering but, again, the 1926 catalog shows an orange car with Standard Oil lettering and was probably not offered in that style. The caboose came in maroon or red or tuscan rubber stamped N.Y.C. & H.R.R.R. with four different numbers through the years: 51908, 5906, 342715, and 4351. And once again, the 1926 catalog illustration shows what could be a Canadian Pacific herald on the car. The code word used by Lionel for the car was "Toronto". Every Lionel item in the early days had a code word, a common business practice of the time to avoid errors in cabling car numbers when placing orders. Color and other variations on all these cars are very likely.

The 11-17 series continued in the line until 1927, retaining the hook coupler at a time when Lionel's new automatic coupler was already in use on newer cars and locos. Collectors today refer to this coupler as the "latch" coupler or "combination latch" coupler if the coupler also retains a loop for use of hook coupler equipped cars. Thus a No. 380 locomotive might have the new combination latch coupler yet come equipped with a set of Ten Series freight cars having the old coupler. But the loco could also couple with newer cars.

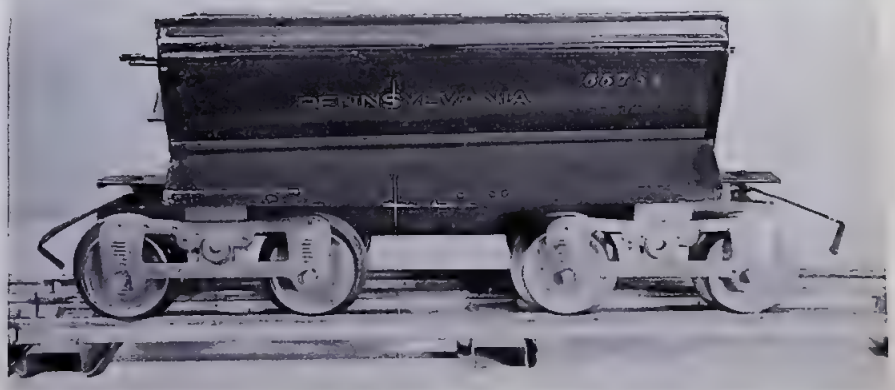
The 1926 catalog gave an inkling that the days of the Ten Series were numbered as the 200 series cars were introduced that year. Lionel's early period had given way to the classic period.




CMStP&P lettering appeared on most of the No. 14 Box Cars although the numbers, style of lettering, colors, and other details varied. A New York Central rubber stamped car is claimed by Ed Alexander.



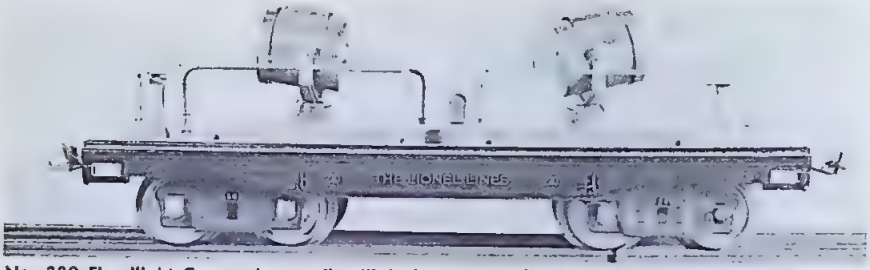
A narrow center sill made the early No. 15 Oil Car distinctively different from later Lionel tank cars. Wood ends and dome are found in earliest cars. This maroon car had Pennsylvania Lines lettering.



An odd one was this No. 16 Ballast Car whose sides opened when actuated by end levers. Catalog illustrations showed this car with "Lake Shore" lettering. Colors were green or maroon with PRR letters.

No. 17 Caboose had a center cupola and vertical ribs omitted from early production. Awnings are also shown on side windows of early car. Series was used with larger locos, as 42, 54, 6, 7, 51, 53.

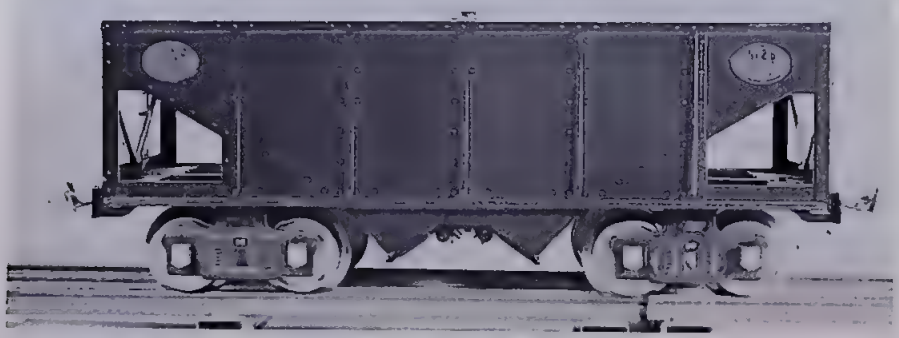
# 200 SERIES FREIGHT CARS



No. 220 Floodlight Car used same floodlight base as smaller No. 520 and 820 cars in green or brownish-tan, mounted on black flat car body. Floodlights and railings were bright brass finish.

Steel gondola car No. 212 measured 11½ inches in length as did all cars in the series. Distinctive feature of most Lionel cars of the period was fish belly side obviating need for underbody detail. Gondola came in at least four colors: grey, maroon, greens.

Black No. 211 Flat Car was later equipped with genuine load of lumber milled in bottom to clear pin and washer. All Lionel 200 series freight cars except work cars boasted two brake wheels.



Wheel on the top of the No. 216 Coal Car actuated the hopper bottom, permitting dumping of artificial coal load. Car from Morris collection is dark green color, commonly used on car.

ONE has to compare the new 200 series freight cars with the earlier 10 series line to appreciate fully the advances made by Lionel. Steel toy train car construction was approaching its peak.

The year was 1926 when Lionel unveiled its new 200 series freight car line and we suspect that owners of the older 10 series cars looked at that year's catalogs with mixed emotion as the 10 and 200 series cars were shown on facing pages for easy comparison. The boom days of the era were reflected in the higher prices. Whereas the old No. 17 caboose was priced at $3.35, the new No. 217 caboose listed at $5.85 with western prices slightly higher in both cases.

Once again, Lionel continued its numbering following the established practice of using the last two numbers to designate car type with the first number designating the series. Thus 17, 117, 217, 517, 717, 817, 1517, and 2817 were all cabooses, although 801 and 822 were also cabooses while 617 was a streamlined coach, as was 1817. Of such inconsistencies the collectors delight, confusing though it may be at times.

There were eleven 200 series freight cars and nine of them made their appearance in 1926. These were the 211 Flat Car shown originally without the lumber load, the 212 Gondola, the 213 Cattle Car, 214 Box Car having two sliding doors per side thus being more correctly a Furniture or Automobile Car in toy train parlance, the 215 Oil

Oval shaped brass plates on 200 series cars including the 213 Cattle Car were in contrast to rectangular plates found on all 500 series cars except hopper, flat, and floodlight.

Box Car No. 214 shown here is early terra cotta color, a distinctive burnt orange shade. Car is more commonly found with cream sides and orange roof or yellow side with brown enameled roof.

Car, 216 coal car with actuated hoppers, 217 center cupola Caboose, 218 Operating Dump Car, and the 219 Operating Derrick Car.

To come later were the 214R refrigerator which never was known to have been offered in a set.

All cars measured 11-3/4 inches in length and varied in height from 3½ inches to 6 inches in height for the Tank Car and Caboose.

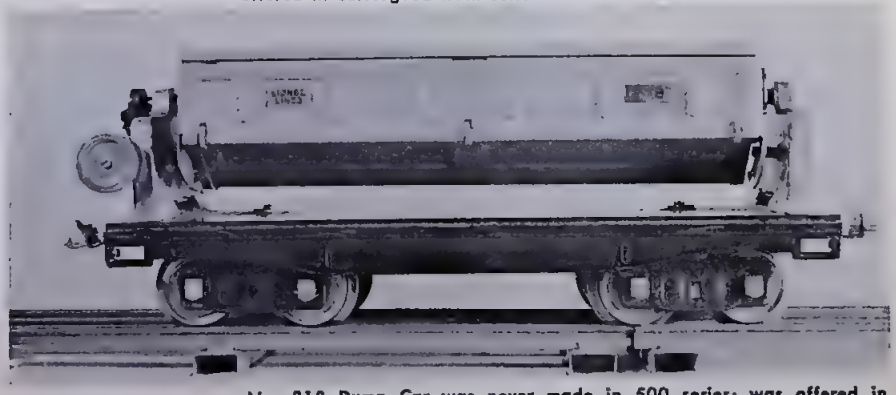
This was the era for shiny brass name and number plates and all of the cars had them except for the Flat Car and Floodlight Car. There were the inevitable variations through the years. The 217 Caboose is found both with and without brass window frame inserts, the early version having celluloid window inserts only which have generally disappeared through the years. The early 217 caboose also had painted end railings of dark green while later models had brass plated end railings and name plates. Earliest versions of the 217 caboose had orange sides with maroon name plates with rubber stamped lettering and roof with dark green end trim, with later models in orange and green combination and also in an all red version. The 1926 catalog shows the caboose as being a reddish shade with partially green cupola and having brass end trim and brass window inserts.

Sliding doors were found on the Cattle Car and Box Car while the 214R Refrigerator car had hinged doors. The Dump Car had a heavy knurled knob

Staff photos. 214R 216 from L. Dickinson Morris collection. Other cars from H. H. Carstens collection.

Giant No. 219 Derrick Car had assorted knobs which could swivel the cab, raise and lower the boom, and raise or lower the pulley and tackle. Clamps held car tight to track when in use.

Lionel's large 214R Refrigerator Car shown with white sides and light blue roof had hinged doors that swung outward. The 214R was never offered in catalogued train sets.



No. 218 Dump Car was never made in 500 series; was offered in mojave color with brass or painted ends. Large knob on end turned worm and gear, tilting bottom and opening the low side.

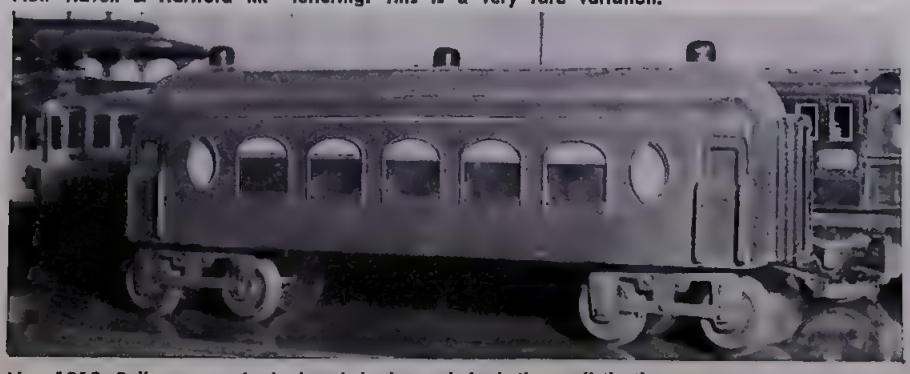
No. 215 Tank Car was offered in at least five different colors, also came with nickel or copper trim. Car stood 6 inches high. Latch type couplers were standard on the entire 200 series cars.

Early No. 217 Caboose in orange with dark green end rails and rubber stamped lettering on maroon painted inserts. Celluloid window inserts have long since fallen out of the windows.

Later No. 217 caboose in red had brass insert nameplates and window frame inserts plus brass plated end rails, creating a much different appearance from earliest production model of car.

The No. 212 Gondola is also found with three LCL containers, made under license from the LCL Corporation. Car itself is otherwise identical to the No. 212 without containers. Bill Vagell collection.

Early small No. 36 Observation Car in John Marron collection has conventional Pullman green color with rubber stamped "New York, New Haven & Hartford RR" lettering. This is a very rare variation.



No. 1910 Pullman car had closed body and had three distinctive simulated vents on roof. Car was replaced by later 18-19-190 series.

at one end which the operator could turn to tilt the body, through a worm and gear. The gear, circumscribing about 1/3rd of a circle, was made of black bakelite with which time has not dealt too gently. Reproductions of this gear are available for those whose gears have disintegrated. The 1926 catalog shows the Dump Car in green with red ends but thus far we have seen the car only in mojave with painted or brass ends.

The Derrick Car was a giant with a 16 inch boom. Special knobs permitted the boom to raise or lower and the pulley and tackle also was operative. Special clamps permitted the car to be fastened firmly to the track for use when rerailing heavy locomotives, preventing the No. 219 Derrick from tipping over. The long length of the boom made it mandatory to run this car with the No. 212 Gondola Car. The most common color for the Derrick Car is peacock green and red but a white, red, and green combination and yellow and green combination are also to be found.

The colors of the series follow pretty much Lionel's standard shades for the periods. The Flat Car was always black but the Gondola is found in two shades of green, grey, and maroon. The 213 Cattle Car is found orange with green roof, cream with maroon roof, and also in an attractive subdued grey and maroon combination. The box car is most common in cream with orange, and yellow with brown, but perhaps most striking is the terra cotta color found on earlier production cars.

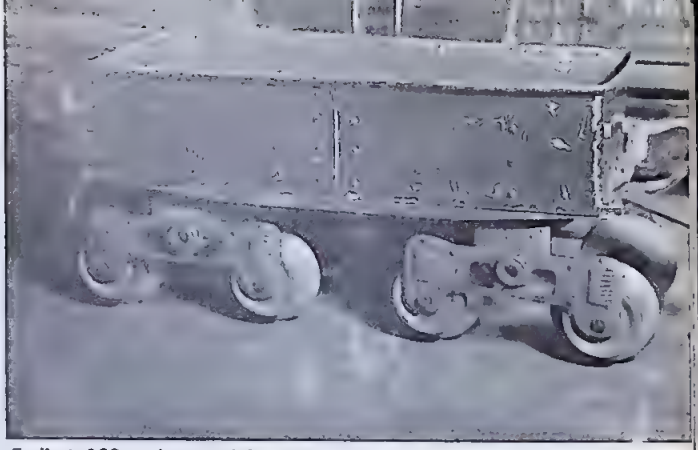
The somewhat rare 214R Refrigerator Car was offered in two shades: white and ivory, with blue roofs. The Tank Car, always an Oil Car in Lionel listings, came in at least five variations: the common pea green, ivory, orange, silver, and white. Some late models reportedly sported Sunoco Oil decals.

Finally, the 220 Floodlight Car made its appearance in 1931, using the same twin light base found on the Nos. 820 O Gauge and 520 small Standard Gauge cars. This car is essentially the black Flat Car with either a light brown or green base. Floodlamps were brass trimmed and swiveled. A lever permitted turning on one or both lamps.

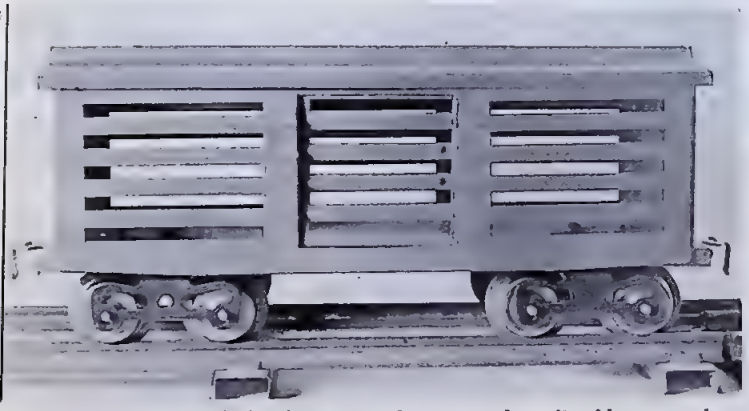
Variations found in the cars are interesting and sometimes so obvious that they are overlooked. Early cars can also be distinguished by the use of a screw and nut to hold trucks in place, as on earlier Lionel equipment. Lionel later shifted to use of a king pin with cotter pin, later lock washer.

The 200 series cars were among the last Standard Gauge items cataloged and were listed until 1940. The following year only Lionel's Standard Gauge track was still cataloged along with certain all gauge accessories. The cars continued to be available, however, for several more years but all stocks were depleted during the war when all train production halted. Thus the Golden era of tinplate came to an end.

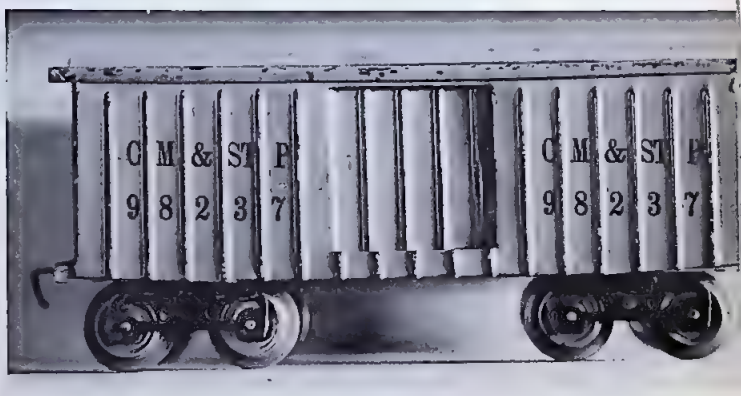
No. 112 Gondola measured 9½ inches although early model was short. Rubber stamped lettering on maroon or grey body was similar to that used on larger 10 series cars. This was small series car



Earliest 100 series gondola was a seven inch shorty having rubber stamped "New Haven" lettering and crinkle hook couplers. Trucks extended beyond car ends. Model from the collection of Bob Beader.



No. 113 Stock Car has no number stamped on its side; comes in several green shades. Car stands 4½ inches high, 9½ inches long.




No. 114 Box Car is found with several variations of number and in both orange and maroon. Car stood 4½ inches high, 9½ in. long.

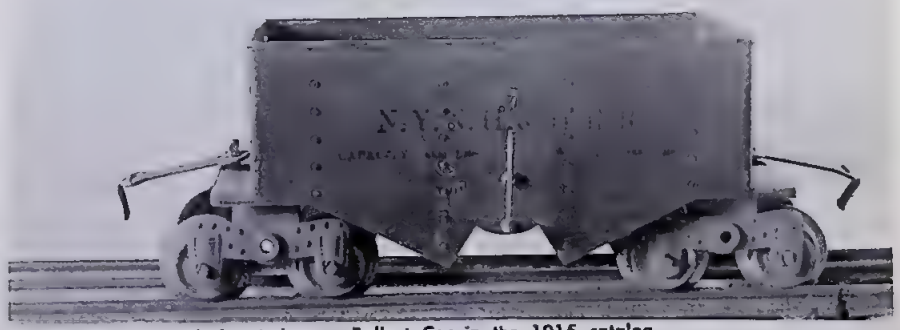
# 100 SERIES FREIGHT CARS

Staff photos.

IN addition to the early 10 series freight cars, Lionel introduced a new small 100 series freight car line in 1910, unveiling a No. 112 Gondola and a No. 116 Ballast Car. These were supplemented two years later with a No. 113 Cattle Car, a No. 114 Box Car, and a No. 117 Caboose.

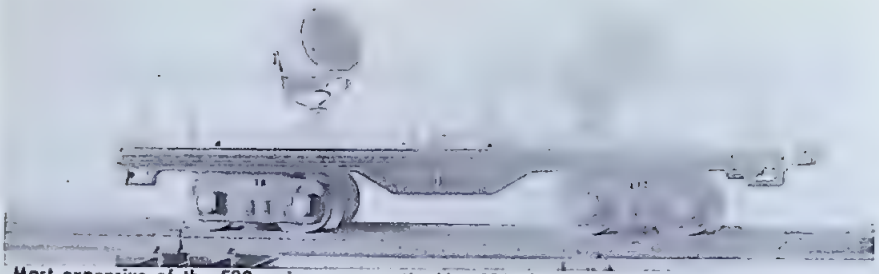
Construction was identical with the 10 series cars and many of the same colors, road names, and numbers were used, but not entirely. The cars measured 9½ inches, except that the earliest gondola was a 7 inch shorty.

The following colors and numbers are commonly found on the various cars. No. 112 Gondola: gray Lake Shore and Rock Island, red NYC&HRR and Lake Shore. No. 113 Cattle: assorted shades of green with no lettering. No. 114 Box: CM&StP maroon 54087, orange 62696, orange 98237. No. 116 Ballast: NYNH&H in green, gray, maroon, and box car brown. The No. 117 Caboose bore NYC&HRR stamping 4351 in assorted sizes, colors maroon, brown, or red; all with black trim.



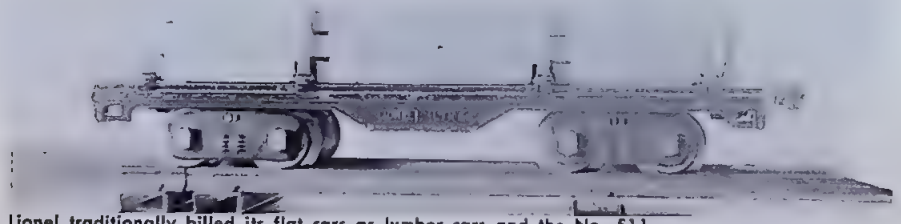
Car No. 116 was designated as a Ballast Car in the 1915 catalog but had become a Coal Car in the 1926 catalog. Appropriate code word designation was "Scranton". Colors: brown, grey, green, maroon.

Caboose No. 117 had brown, maroon, or red sides with black roof and rubber stamped lettering. Lines were delightfully railroady and perhaps more realistic than later 217 and 517 series hacks.



Most expensive of the 500 series cars was the No. 520 Floodlight Car introduced in 1931. Searchlight platform was the same as used on the 220 car and the O gauge No. 820. Base colors were green, brown,

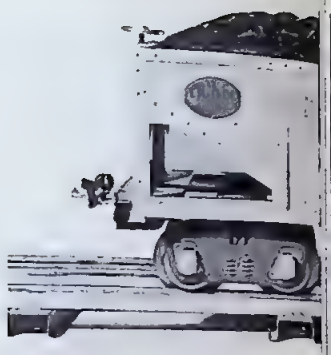
The No. 512 Gondola offered in various shades of green measured 11½" long as were all the cars in the series and 3⅜" high. Two etched brass plates per side bore the legend "Lionel Lines" on left, "512" on right.



Lionel traditionally billed its flat cars as lumber cars and the No. 511 was no exception. Lumber load was authentic, cut away on bottom to clear cotter pin holding trucks in place. Lettering on car was stamped.

The No. 516 Coal Car was a radical departure from the earlier 116 Coal Car it replaced. The bright car had oval brass plates and an operating hopper bottom. Cars came with or without coal load.

Fish bellies were found on all of the 500 series cars except the Coal Car Cattle Car No. 513 bore the simulated single sheath bracing found on all the 500 series house cars. Sliding doors were a feature



IN 1927 Lionel replaced the original 100 series standard gauge freight cars with a new and more elaborate 500 series. Whereas the early cars, produced from 1910 until introduction of the new line, had rather simple construction and stamped lettering applied after the cars were painted; the new 500 series boasted of etched brass nameplates, copper journal boxes, copper ladders and copper plated brakewheels of which there were two per car. This last unique Lionel feature undoubtedly caused more than a little confusion as embryo modelers converted from toy trains to full scale models during the 30s and early 40s as prototype equipment would normally have one brake wheel only. Chalk it up as a free Lionel bonus!

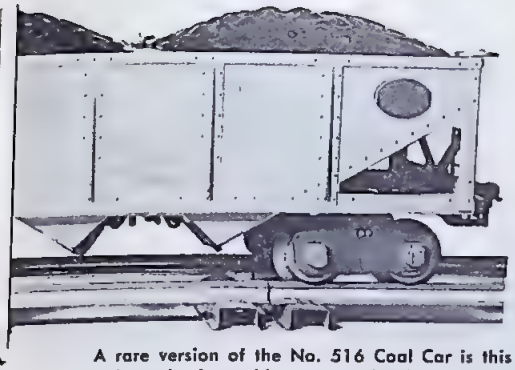
The 500 series cars not only replaced the 100 series cars but also expanded the small freight car line. The actual key numbers remained the same. Thus, the early 112 gondola was replaced with the new 512 gondola. The 113 cattle car gave way to the 513 cattle car. The 114 boxcar was replaced by the 514 boxcar. The 516 hopper car replaced the early 116 coal car and the 517 caboose replaced the no. 117 caboose.

New in the line were the 511 lumber car, also called flat car. There was also a 514 refrigerator car which was designated later as the 514R, a 515 tank car, and a few years later, a 520 floodlight car with two operating searchlights.

All of the 500 series cars featured the new heavy steel construction with Lionel's newly developed automatic couplers, known generally today by train collectors as the latch coupler. Unlike the companion 800 series Lionel O gauge freight car line, the 500 series cars were not equipped with the box type couplers during the late 1930 period. Perhaps this was an indication that the heyday of standard gauge trains had passed and Lionel found the big trains a useful place to use up existing stocks of outmoded parts.

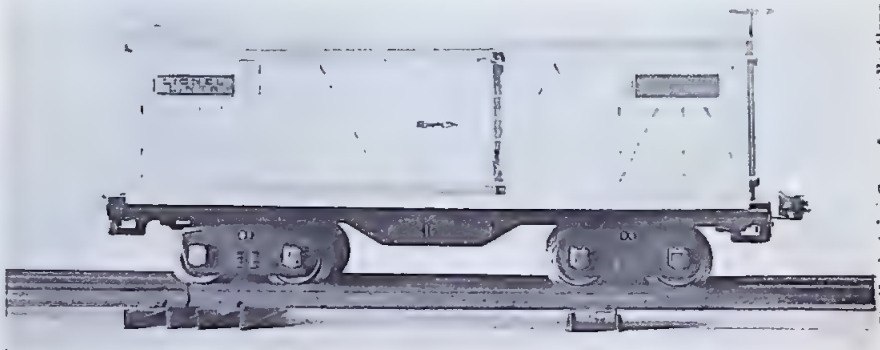
Colors in the cars were a radical departure from the almost prototypical colors used in the earlier 100 series cars. The hopper was painted a bright red and can be found both with and without coal loads. The gondola is found in several shades of green, as is the flat car. The boxcar was enameled

# 500 SERIES FREIGHT CARS



A rare version of the No. 516 Coal Car is this red car having rubber stamped sides in addition to regular brass plates. Car had coal load.

Staff photos. Cars from collections of Dr. L. Dickinson Morris and H. H. Carstens.



Yellow box cars were long popular with Lionel, as in the No. 514 which had roofs of light brown, orange, and green. Again, as in the 513, the car had outside bracing. Height of the car was 4¾"

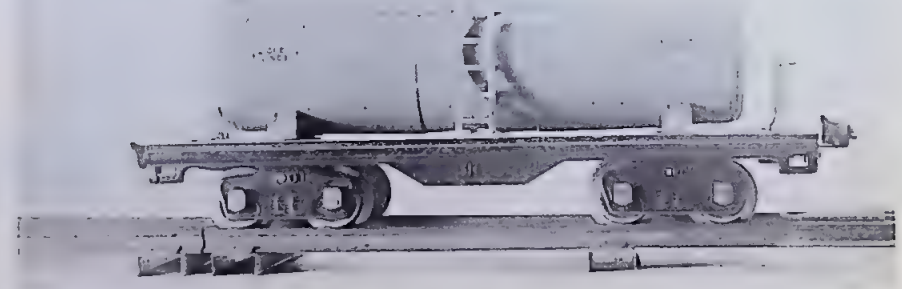
a bright yellow body but might have a tan, green, or orange roof.

Of all the 500 series cars, the 515 tank car had the largest variety of colors, ranging from a burnt orange to white, and aluminum. The caboose also was offered in red and green, all red, and red and black. All of the cars can be found with a variety of variations, the 516 hopper car being offered both with and without a coal load.

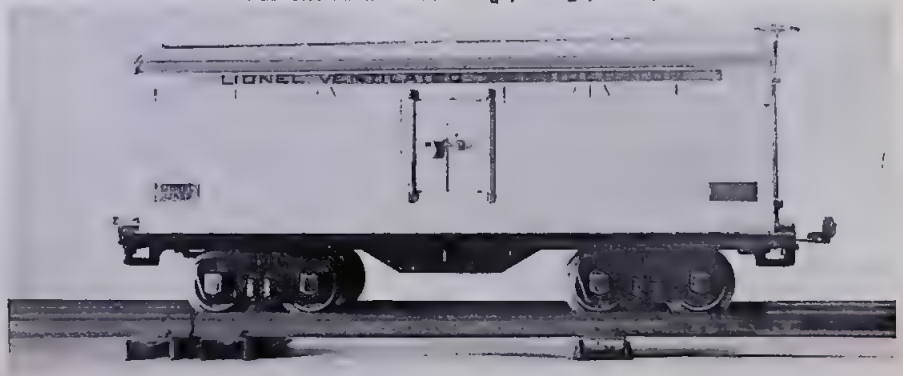
The 520 floodlight car utilizes the same searchlight base as found on the 220 and 820 floodlight cars and is found in both a brown base and a green base with the car body of black enamel. All cars measured 11½" in length with a house car height of 4¾". The caboose stood highest at 5⅜".

Lionel's catalogs made much ado of the construction qualities of these cars, pointing out such features as embossed paneling, inserted brass panels, heavy steel platforms, steel truck frames, plus nickled journals, nickeled steel axles, and nickled steel wheels.

The 500 series freight cars were made to go with the following locomotives, among others: 8, 8E, 9, 9E, 9U, 10, 10E, 318, 318E, 384, 384E, 390, and 390E. The series continued in production and were catalogued through 1940 when standard gauge listings were discontinued, except for track. The factory is known to have made up sets of available parts during the early years of the war when train production had stopped.



Lionel's No. 515 Tank Car stood 5⅛" high and had a single dome with two small buttons on the ends. Tank colors changed frequently: was offered in burnt orange, orange, white, aluminum, and ivory.

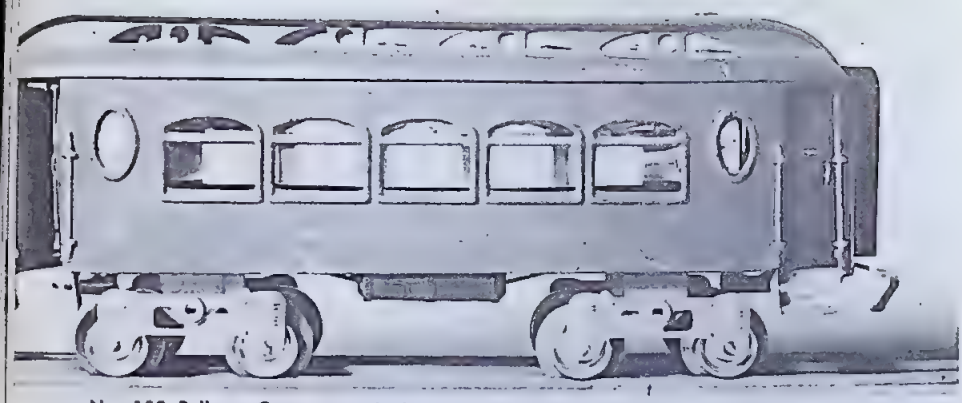


The refrigerator car was first offered as No. 514, changed after two years to No. 514-R which is more common. Lionel's reefers were often ivory colored with light blue roofs. Prototypical doors swung open.

A rear platform lamp illuminated the No. 517 Caboose, highest of the 500 series cars with its 5⅜" height. Car is commonly seen in bright red, green body with red roof, and red and black.

# LIONEL SMALL EARLY SERIES

# STANDARD GAUGE PASSENGER CARS



No. 180 Pullman Car measured about 12½ inches long, 3½ inches wide; came in maroon variations. Introduced in 1911, the cars lasted until the 1921 catalog and were commonly sold with the No. 53 loco.

No. 181 Pullman & Baggage Car was Lionel's name for this combine, resplendent with gold rubber stamped lettering with New York Central Lines legend. Clerestory and arch had celluloid colored glass insert.

No. 182 Observation Car in later short platform version. Cars could be illuminated with Pullman interior Illuminating Outfits which ran flexible wire through cars to post on rear of locomotive top.

Combine No. 31 with combination hook and latch couplers and 100 series trucks predates later No. 32 Car by several years. Color is olive green with gold stamped lettering. Length is about 11 inches.

Seven basic types of small and medium-small passenger cars were offered by Lionel and offer the collector over 50 collectible variations.

LIONEL'S small size early period 35 series passenger cars are structurally identical with the larger passenger cars issued by Lionel. In length, they were shorter than the later 710-712 series O gauge cars.

All told, there were four cars in this small series: Nos. 31, 32, 35, 36. Nos. 35 and 36 were introduced in 1912 as mates for the Nos. 33 and 38 locomotives. Since there was also a short lived No. 34 loco, Lionel had a solid number series from 31 through 38 excepting No. 37. Strangely the Nos. 31 and 32 cars weren't introduced until 1921 and were dropped from the line a year before the 35 and 36 cars were dropped in 1926, outmoded by the two sets of 330 series cars brought out in 1925 and 1926.

The 35 series cars boasted numerous variations. The very earliest No. 35 Pullman and No. 36 Observation Cars had two horizontal embossed ribs under the windows. The windows, as can be noted in the photos, had a squarer shape than in the later cars. The early cars had wooden air tanks, replaced on later production with stamped steel

air tanks. Early cars had hook type couplers, supplanted later by combination hook and latch couplers and the last cars made had standard latch couplers. At least three types of trucks are known: the early flexible type, the later black 100 series truck, and finally the black 500 series truck.

The roofs could be unscrewed readily. The cars stood 5 inches high, 3 inches wide and measured about 11 inches in length, with the earliest cars slightly shorter than the later cars and the 31 and 32.

The early No. 36 Observation Car had a quite long platform with elaborate scroll work on the stamped end railing. Later cars had a shorter end platform.

Around 1921 Lionel added the No. 31 Combination Car and the No. 32 Mail Car, which were otherwise identical with the Nos. 35 and 36 produced at that time.

The gold rubber stamped lettering on the No. 32 Mail Car is especially delightful. The lettering also varies through the years but was always rubber stamped. Early cars had the numbers on the ends. The earliest cars were offered in Lionel's deep olive green. All four cars can be found in olive green, maroon, and orange. We've also seen a maroon variation which verges on brown.

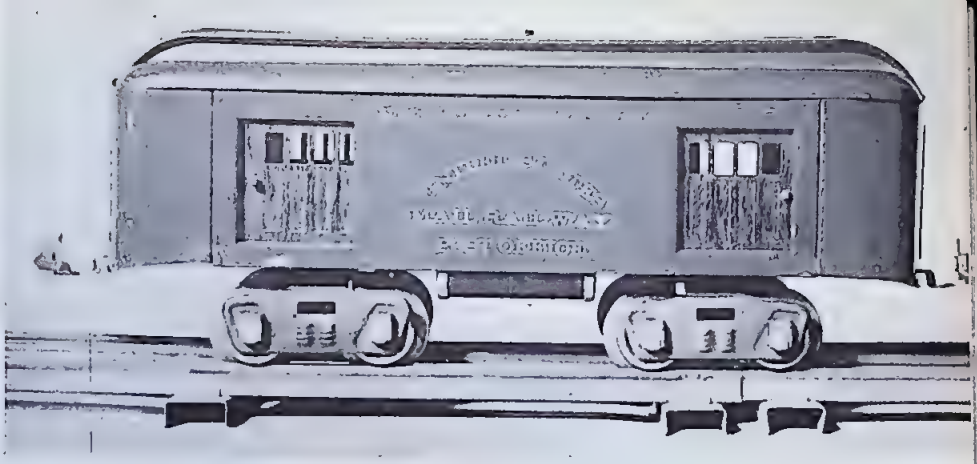
Larger than the 31-32-35-36 were the three cars in the 180 series, Nos. 180-181-182. Construction was the same with a body blank stamped out of sheet steel, then formed to form the body and soldered at the joints. This is one reason why these vintage cars have survived the years so well while other makes using tab and slot construction have all but disappeared. It also may explain why Lionel has lasted through the years while other toy train manufacturers using cheaper methods of construction have fallen by the wayside.

The 180-181-182 cars measured 12½ inches in length, 3½ inches wide, and 5 inches high. With their arched windows, steel simulated diaphragms, doors which opened, removable roofs (screw in roof center), and see-thru clerestory; they were a wonder in their day. Interesting are the olive green doors on the maroon bodies. The cars are also found in variations of maroon, as well as in orange.

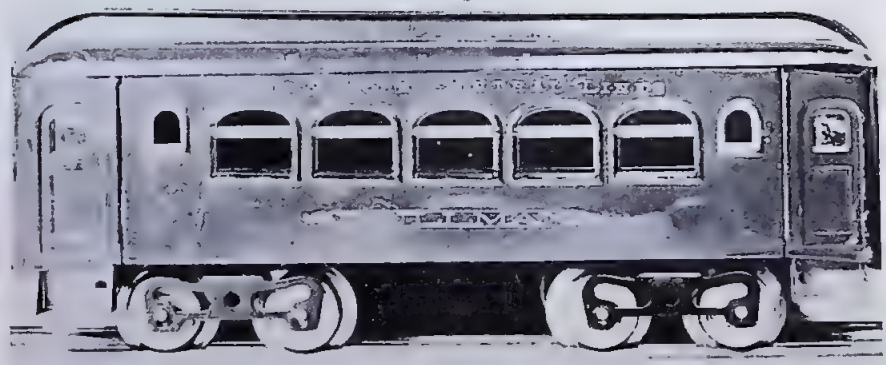
The 180-181-182 cars were for use with all early period Standard Gauge Lionel locomotives except the No. 33. The 1915 catalog shows the three cars with the No. 51 Steam Loco and Tender and the No. 53 Electric Locomotive.

There again were variations, including the use of a long platform on the earliest No. 182 Observation Car. There were also variations in trucks, positioning and style of rubber stamping, and step detail. The cars were discontinued in 1921.

Staff Photos. Cars from the collection of H. H. Carstens and Case Kowal.



No. 32 Baggage Car, originally in the William Krames collection is dark olive green with gold rubber stamped lettering, latch couplers and 500 series trucks; made in 1924 or 1925.



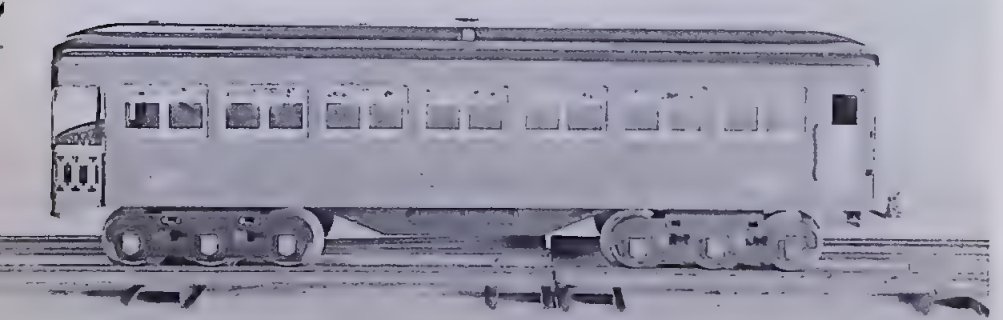
No. 35 Pullman Car in dark olive green was also offered in orange and maroon. Earliest No. 35 had two horizontal ribs below windows. Wooden air tanks in early cars gave way to later steel air tanks.

No. 36 Observation Car with short platform. Screwdriver or dime inserted in screw in roof permitted easy removal of roof. Body blanks were of steel construction with soldered joints; thick enamel paint.

Early No. 36 Observation Car differed from above with its long observation platform and two horizontal ribs under the windows. There was also a matching No. 35 Pullman. Both cars were deep olive green.

No. 1767 had distinctive styling, long and low. Terra cotta color; was also offered in two tone red scheme. Windows were painted cream color. Series was first cataloged as Lionel in 1934 issue catalog.

New to the Lionel line in 1934 were the ex-Ives 1766-1767-1768 passenger cars. No. 1766 Pullman in terra cotta with maroon roof comes from the John Marron collection; measures 15" Made to 1940.



No. 1768 Observation Car, also from Marron collection. 6-wheel trucks, fishbelly, brass observation platform, and removable roof were features. Cars were sold in set with No. 385E steam locomotive.

Early No. 190 observation car found in Bill Krames collection had large platform, three large roof knobs in wood and no windows in clerestory. Trucks had three small rivets; later trucks only one.

# IVES CARS

LIONEL'S 1934 catalog illustrated three new passenger cars in the Lionel line: Nos. 1766-1767-1768. These were 15 inches in length but stood only 4½ inches high. The cars were catalogued from 1934 through 1940 and were offered in terra cotta with red roof, and also in red with a maroon roof. The cars were mounted on six wheel trucks.

Actually the cars were not a new design, having been introduced as Ives cars in 1932 for use with the big 1764 electric locomotive. Lionel billed them as "a new model this year" in their 1934 catalog. Strangely, the Ives catalog listed them as measuring 16 inches in length.

The No. 1767 Baggage Car had four sliding doors and a design different from Lionel equipment. Most collectors find them appealing. The design, incidentally, originated at the Lionel Irvington plant following Lionel's take-over of the old Ives firm.

# LARGE PASSENGER CARS

LIONEL's first real standard gauge passenger car was the No. 1910, introduced not in 1910 but in 1907. This early veteran was of steel construction and featured soldered construction as did most of the early Lionel items. This was an all closed car and came with standard Pullman green coloring and rubber stamped lettering. Hook couplers were standard. The car was discontinued in 1910, a year after the introduction of the 18-19-190 series cars.

The No. 18 was a closed vestibule Pullman with 5 pairs of graceful

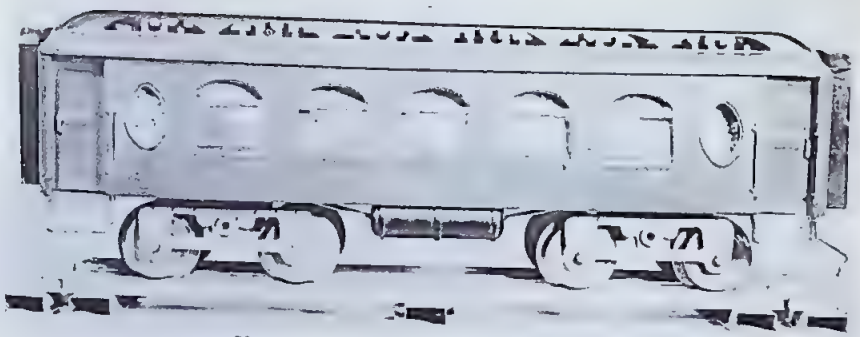
arched windows plus oval lavatory windows. The No. 19 Baggage Car was virtually identical but featured a sliding baggage door and only one passenger vestibule. The Baggage Car had only 4 pair of arched windows. The No. 190 Observation Car had 5 pair of arched windows and an ornate observation platform of which four variations are known.

Lionel's 1915 catalog copy on these cars read as follows, "The Pullman cars described on these pages are beyond doubt the most perfect Passenger Coaches that have ever been shown in the line of toys. They are constructed of sheet steel, perfectly enameled (not lithographed) and striped and lettered in gold. The doors are hinged, platforms are vestibuled, and imitation colored and clear glass inserted in windows, doors, and transoms. Roofs are removable so that miniature figures can be placed on the seats in the interior which have pins provided for the purpose. Provision is also made for placing a series of lights in the cars, which operate on standard gauge track. All cars are mounted on nickeled flexible trucks."

The flexible nickeled trucks were the same as were used on the 10 series freight cars. The big black air tanks were black painted wood turnings. The rubber stamped lettering was the inevitable "New York Central Lines." In addition to the standard dark green or Pullman green color, the cars are also found in mojave, orange, and yellow. The three cars were offered into the middle-late 1920 period. The cars measured 16½ inches in length.

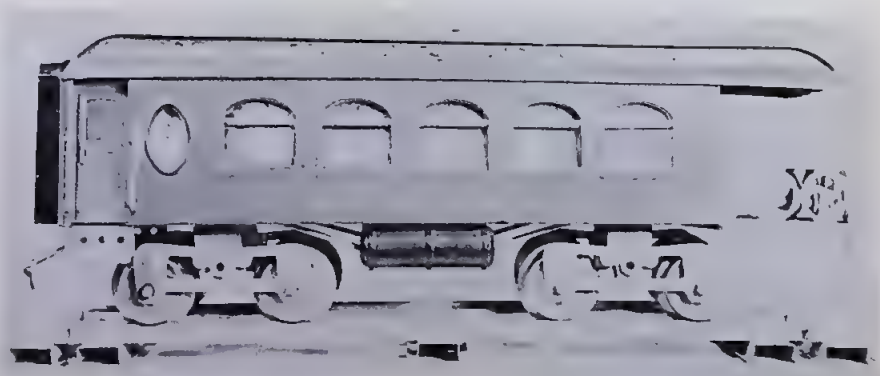
One additional car must be noted, having virtually the same construction and using many of the same parts as the 18-19-190 series. This was the No. 29 open end platform Day Coach. This car measured 16 inches in length and is shorter only by reason of its lack of metal diaphragms as on the 18-19-190 series. New York Central Lines lettering was again used. The car is commonly found in Pullman green and is also known with maroon trim. The car was dropped from the line in the early 1920 period.

Cars from the collection of Joseph Ranker



Big 16½ inch long No. 18 Pullman car was early closed vestibule car. Air tanks were wood turnings painted black. Diaphragms are stamped steel. Car is basically identical with Day Coach No. 29.

Baggage Car No. 19 featured sliding baggage door, adding much to play value of cars back in 1910 era. Note see-thru clerestory windows, acclaimed as tremendous HO breakthrough 50 years later!



Lionel standard gauge Day Coach No. 29 in the William Vagell Treasure House Collection is dark green with gold stamping. Flexible nickeled trucks and hook couplers are standard on car.

Observation Car No. 190 had a giant sized platform in early versions, shortened in later production. At least four platform variations are known. Cars came in green, mojave, yellow, orange.

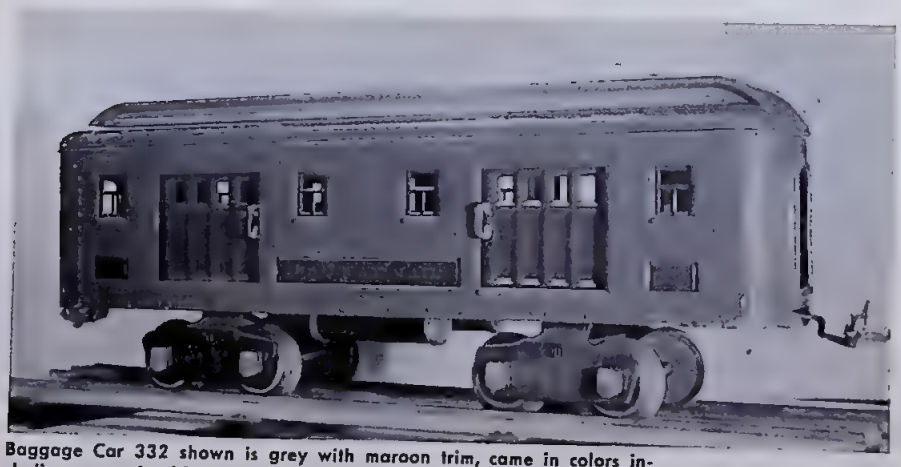
Typical of the small Standard Gauge passenger trains of the 1925-1933 era was this small No. 8 loco with the 337 Pullman and 338 observation in bright red with cream trim. No. 8 is very common

## LIONEL CLASSIC PERIOD

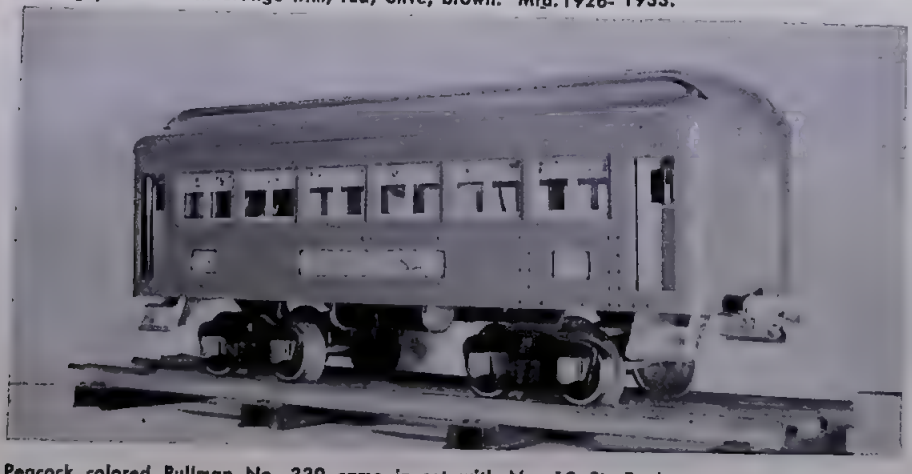
# STANDARD GAUGE PASSENGER CARS

Cars from the collection of Hal Carstens.

**The middle 1920 period saw the original Lionel passenger car series replaced with a whole new fleet of heavy steel enameled passenger cars, ushering in the Golden Era.**



Baggage Car 332 shown is grey with maroon trim, came in colors including peacock with orange trim, red, olive, brown. Mfd. 1926- 1933.



Peacock colored Pullman No. 339 came in set with No. 10 St. Paul electric type loco, 332 Baggage, 341 Observation. Has orange trim.

LIONEL'S various original Standard gauge passenger cars introduced between 1909 and 1912 had become somewhat outmoded by 1923. Competition from American Flyer, Dorfan, Ives, and other makers was keen and increasing in tempo. A complete revamping of all Lionel equipment was in the making.

Lionel had introduced its small Standard Gauge No. 35 Pullman and No. 36 Observation car in 1912. Commonly seen in dark green, the cars can also be found in orange and maroon. Lettering is rubber stamped for New York Central Lines. In the early 1920s Lionel added two other small cars to the series: the No. 31 combine and the No. 32 mail car. Variations in window design, lettering, trucks and other details are infinite. The very earliest 35 and 36 cars had horizontal ribs running the length of the cars, with the early observation having a longer observation platform than later cars. Cars measured 10½ inches in length, later increased to 10¾ inches.

The 1926 Lionel catalog shows the 35 and 36 cars in the No. 350 set with the No. 8 electric locomotive as a brown or mojave colored set (colors which we have never seen in these cars although the No. 8 locomotive is known to exist in mojave). The cars are not listed separately. 1926 was the last year for these cars, at least insofar as catalog listings were concerned.

Replacing the original small Standard Gauge cars were two new series of all steel cars having separate steel inner sides containing the window sashes, doors and seats. Even the doors opened on these new cars, paint was baked enamel and special nickeled and brass journal boxes covered hitherto bare axle ends. An era of opulence was coming to tinplate, an era generally considered by train collectors as the Golden Era of Tinplate.

All of the new cars measured 10

inches in length. The first set comprised the 332 Baggage, 337 Pullman, and 338 Observation. The second set comprised the 339 Pullman and 341 Observation. The 332 Baggage could be supplied with either the 337 and 338 cars or the 339 and 341 cars. The only major structural difference between the two series was the window arrangement: the 337 and 338 cars had single spaced windows and the 339 and 341 had paired windows.

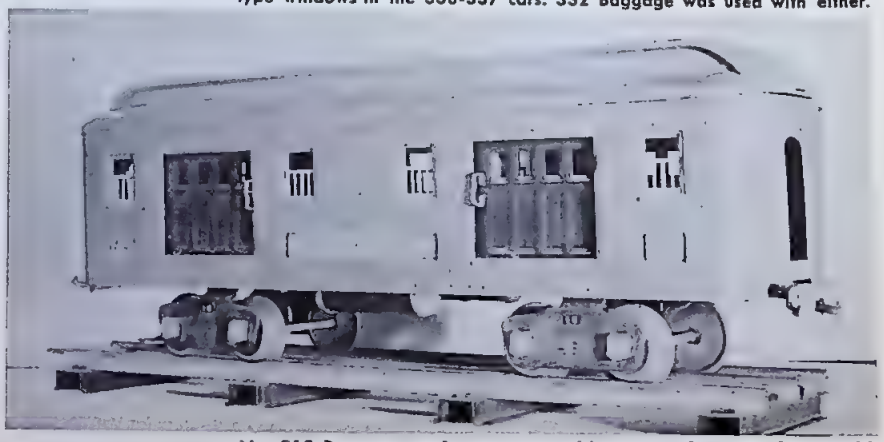
All of the cars mentioned used the same four wheel trucks as also used on the 500 series freight cars. All of these cars were made for operation with the Nos. 8 and 10 electric type locomotives. As is expected, the cars had minor constructional variations throughout the period in which they were made and ran a wide range of colors. When sold in sets, the engines usually were the same color as the cars. Among known color variations for the 337 and 338 are grey with maroon trim, olive with maroon trim, peacock with orange trim, red with cream trim, and mojave with red trim. The 339 and 341 are found in peacock, peacock and green, mojave, and brown. The 337 and 338 cars are also known to exist with a matching 8E locomotive in a green color made up specially for R. H. Macy & Co. Authentic (not repaint) variations in other colors probably exist and it is the dream of every collector to find a hitherto unknown color combination.

Lionel's automatic coupler, known commonly in collector circles as "Latch Couplers" were used on these cars throughout their period of manufacture, extending roughly from 1925 to 1933. Matching locomotives, especially in the earlier years, were normally equipped with a combination latch coupler, meaning that the coupler had a lip built in which also permitted the locomotive to couple with earlier equipment with the old traditional hook coupler.

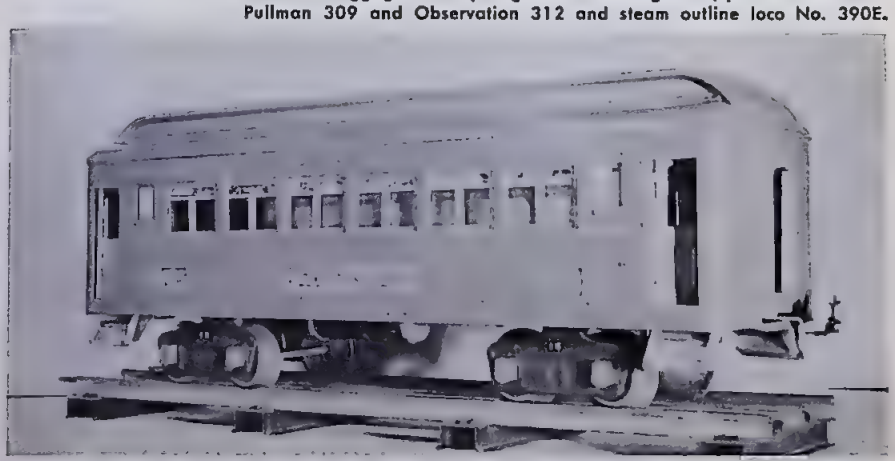
Lionel also produced six other passenger cars similar to the ones just described but slightly larger in size, measuring over 13 inches in length. The 319 Pullman, 320 Baggage, and 322 Observation were made to operate with the No. 380 or 402 electric locomotives. These are shown in the 1926 Lionel catalog in a four car set, No. 343, in maroon with a No. 380 locomotive in the same color. Trim color shown was green.

The other three cars comprised the No. 309 Pullman, 310 Baggage, and 312 Observation and were generally similar to the 319-320-322 but had smaller wheels for use with the Nos. 318 and 380 locomotives. Whereas the 319-320-322 series were manufactured for only a few years, the 309-310-312 were manufactured and catalogued right up until the end of Standard Gauge in 1940. The cars were offered in a variety of colors, including light and dark blue, pea green with green trim, pea green with orange trim, orange and aluminum, and terra cotta with maroon. These cars also featured doors that opened and interior illumination.

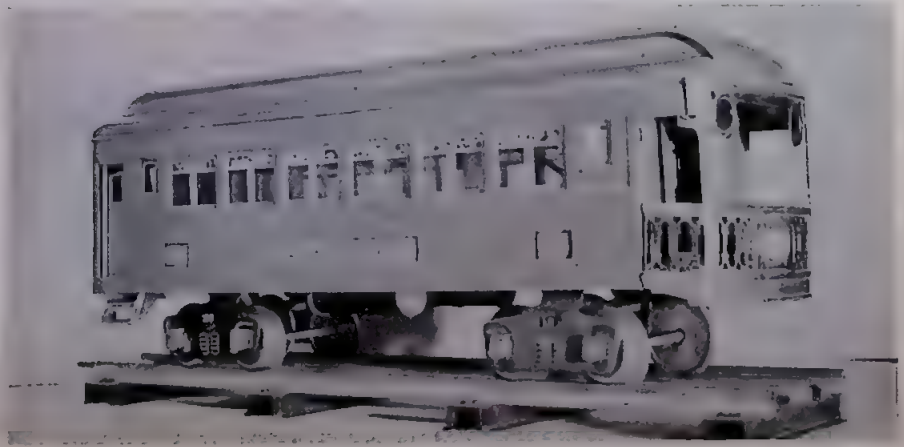
Observation car 341 in peacock had paired windows rather than single type windows in the 338-337 cars. 332 Baggage was used with either.



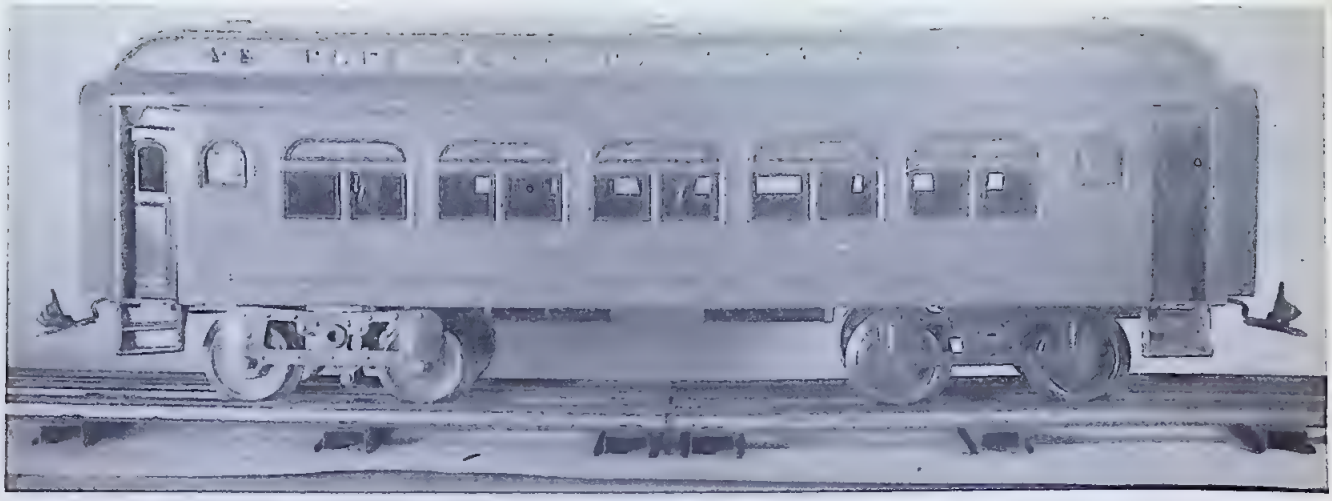
No. 310 Baggage car in pea green with orange trim, part of a set with Pullman 309 and Observation 312 and steam outline loco No. 390E.



Pullman 309 was typical of later Lionel passenger cars but was not in luxury class; featured lights, opening doors, seats, latch couplers.



Observation car 312 was offered in at least ten basic color combinations, possibly more. Most 300 series cars were among more common.



Early 418 Pullman from Carstens collection is mohave tan in color with maroon trim and early lithographed maroon wood grain doors. Trucks are same as used on 10 series freight cars in early 1920s.

# LIONEL CLASSIC PERIOD

Maroon wood litho doors are also found on this No. 419 Combine, cataloged as a Pullman and Baggage Car. Car had rubber stamped "Parlor Car" lettering. 6-wheel trucks came after 10 series type.

Railroad Model Craftsman Photos. Cars 418-490 from Carstens collection. 419 Combine from Bill Vagell's Treasure House. Cars 428-429-430-431 from collection of Dr. L. Dickinson Morris.

No. 490 Observation car is a mate of the No. 418 Pullman above. All of the cars in this series featured elaborate revolving arm chairs except for the Dining Car. Car numbers are stamped on end of car.

Rare rubber stamped "Pennsylvania" lettering is carried by this No. 19 Combine in E. P. Alexander collection. Ed has a matching dark green No. 18 Pullman. Ed also has orange and yellow series.

# STANDARD GAUGE PASSENGER CARS

IN 1923 Lionel introduced its first really large passenger cars in the new 418-419-490 series, designed to match the new 402 New York Central type electric outline locomotive. These cars measured 17½" long and stood 6" high. These were the 418 Pullman, 419 Pullman & Baggage (Combine), and 490 Observation Car.

Lionel's 1926 catalog described these cars with copy fascinating to the train collector: "Not only are the cars modeled after the newest coaches used on the principal railroads of the country, but they are built to scale. An enormous amount of detail is incorporated in them, such as hinged doors, inserted window frames and seats, metal tanks, etc. Transparencies are placed in the windows and transoms of almost every car. The roofs are easily removable so that the interior electric lamp may be reached.

"Particular attention is drawn to the new Observation Cars for "Lionel

Standard Track", which have a dome light over the observation platform, in addition to the light in the centre of the car. They also are fitted with red transparent discs that are illuminated by the lamp in the dome, producing a dazzlingly beautiful effect. The transparent "Lionel Limited" sign, affixed to the observation railing, is another touch of realism is which every boy will delight.—Every car is finished with lasting, glossy enamel baked at high temperature, insuring a permanent lustre. A revolving shoe, affixed to one of the trucks, collects current for the interior illumination of the car.—Many of the trucks on Lionel Passenger Coaches are fitted with nickeled journals. The heavy steel axles and wheels are nickeled and polished and are so perfectly made that they operate with a minimum amount of friction".

The illuminated cars were fitted with revolving arm chairs and also boasted brass steps, sharply defined simulated diaphragms, and readily removable roofs. The earliest production cars were fitted with the same type trucks found on the early 10 series freight cars. These cars were designed for use with the following locomotives, among others: 380, 381, 402, 408.

With discontinuance of the old 10 series freight cars and their early style truck, the 418-419-490 cars were re-equipped with a new 6-wheel truck. The collector may want to acquire sets of cars having both style trucks.

A new series of cars, otherwise identical with the 418-419-490 made its appearance in 1926 and were equipped with the new 200 series freight car trucks. These cars were numbered as follows: 428 Pullman, 429 Pullman & Baggage Car (Combine), and 430 Observation Car.

A fourth car was also added to this series the following year; the No. 431 Dining Car. The 431 will be found with both the late 4-wheel freight truck or the 6-wheel passenger truck. An eighth car in the entire series was also cataloged as a No. 427, made to match the 4-wheel trucked 428-429-430. Most such cars, even though cataloged as a No. 427, carry the number 431. A No. 427 diner with a 427 number printed thereon has been reported to us by two eminent collectors but we have not seen it, as of this writing. The 431 came equipped with dining tables.

The earliest 418-419-490 series cars were painted in mohave (tan) and had maroon trim. The doors of the earliest cars were lithographed in maroon with an attractive wood grain finish. More common are cars found with maroon doors. Other colors known to have been offered were mohave with orange trim and apple green with red trim. The 428-429-430 series were offered in orange with light green trim and in dark green with orange trim.

The earlier cars were rubber stamped "New York Central Lines" with later cars rubber stamped "Lionel Lines". Car numbers were also rubber stamped. The cars were dropped from the catalog in 1933, having been replaced by more modern cars in several later series.

200 series trucks are found under this No. 428 Pullman in bright orange. Lionel Lines lettering has replaced earlier New York Central lettering found in 418-419-490. Car is also offered in green.

Matching No. 429 Combine is mechanically identical with earlier No. 419. Both series were cataloged together for some years, the 4-wheel cars being slightly less expensive than the 6-wheel cars.

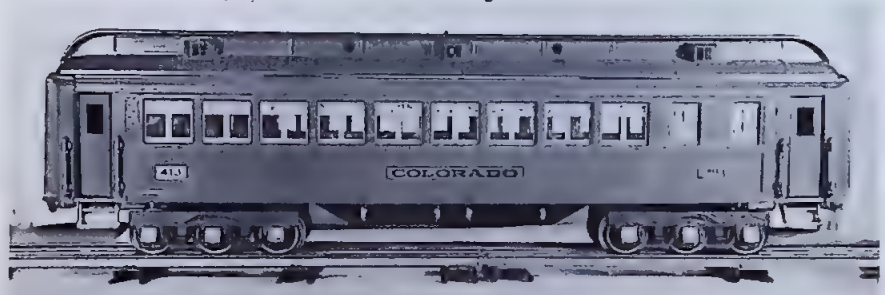
Scarcest of the entire series are the Dining Cars such as the No. 431 shown here from the Dr. L. Dickinson Morris collection in orange. Not shown is the 427 Diner, to match 428-429-430 cars.

Observation car No. 430 had a celluloid "Lionel Lines" insert, a feature lacking on the No. 490 car pictured elsewhere on these pages. All cars pictured were equipped with Lionel latch coupler.

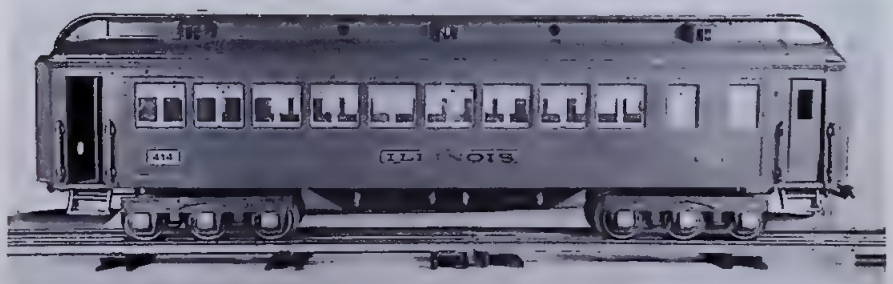
# LIONEL CLASSIC PERIOD

# LARGE PASSENGER CARS

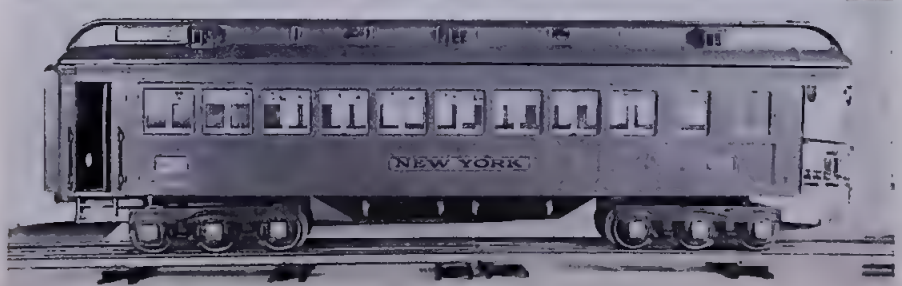
Remarkably authentic despite their shorty design, the State cars were the most elaborate as well as largest cars ever made by Lionel. Pullman car "California," No. 412, was made during 1929-1935 era.




Pullman Car 413 "Colorado," second in the set of four State cars which featured complete interior detail with seats, toilets, sinks, opening doors, interior illumination, and roof that swung open.




Identical to the 412 and 413 was the Pullman Car No. 414 "Illinois." State cars were offered in two tone green and two tone brown colors with sash and ventilators in several variations.




Observation Car No. 416 "New York." Lack of a No. 411 or No. 415 in series leads to speculation of possible planned Combine or Dining Car in these series but only the four numbers are known.

Smaller than the State Cars were the famed Blue Comet Cars which boasted most of the features of the larger series. Car No. 420 "Faye" has stamped metal journal boxes. Earlier cars had cast.

JUST as the late Twenties saw the re-emergence of steam power in the Lionel Standard Gauge train lineup, so too it saw the introduction of not one new series of large sized passenger cars but three such series destined to replace the 1923 vintage 418 and 428 series cars.

The first new series of cars were the big 19 inch Blue Comet cars in the 420-421-422 series, making their appearance in 1930, several years before the last of the 418 series were to be deleted from the catalog. Designed to go with the then brand new, all blue 390E 2-4-2 steam type locomotive, the new Blue Comet helped usher in a new era for Lionel, designed to compete with the big name trains being produced at Chicago's American Flyer plant. The Blue Comet was destined to become even finer in 1931 when Lionel coupled the giant new No. 400E 4-4-4 steam type to the head end.

The 420 series cars featured complete interior detail including full seat detail, toilets, sinks and washroom detail, interior lights, swinging side doors, and latch couplers. The cars had a beautifully enameled two tone blue color with cream window trim and brass insert name and number plates. Cars in the late 1930 period had nickel trim. Early cars also had die cast truck journals with later journals being stamped metal. Some sets are known to include both types of journals. Some cars are also known to have had incorrect brass plates inserted as in one of the photos on these pages.

Smaller than the Blue Comet cars were the Liberty Bell cars, Nos. 424-425-426, introduced at the same time. The lack of a No. 423 leads to speculation that Lionel may have planned production of car bearing that number,

Staff photos. State Cars from the John Marron collection. Liberty Bell Cars from the Dr. L. Dickinson Morris collection. Blue Comet Cars from the Harold H. Carstens collection.

either as a Blue Comet series Combine or Dining Car or a Liberty Bell Combine. The 424 Liberty Bell series measured about 16 inches in length and were quite stubby in appearance although outwardly much like the Blue Comet and State cars in appearance. The cars had six wheel trucks, interior lighting, and hinged roofs. Seats were the longitudinal type; long benches as found in early street cars. The cars had eight paired windows with the inevitable mottled celluloid strip at top. As with all Lionel passenger cars of the period, the doors could open which is a feature that has long since disappeared in more modern cars of all manufacturers. The fishbelly was shorter than in the Blue Comet cars but the same brass capped air tank was mounted under the floor. Couplers were of the latch type. Both the 420 and 424 series cars continued in production until Standard Gauge trains were no longer catalogued in 1940.

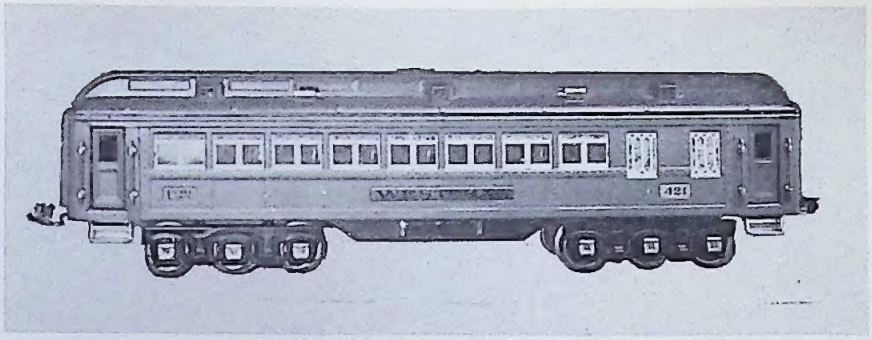
Probably the greatest of all Lionel passenger cars were the magnificent and giant State cars, introduced in 1929. There were four cars in the series: 412 Pullman "California,,' 413 Pullman "Colorado", 414 Pullman "Illinois", and 416 Observation Car "New York". These giants measured 21 inches long and made a tremendous train coupled to a big Olympian type No. 381E electric locomotive, although it must be admitted that the cars ran faster and more surely behind a less expensive but double motored 402 or 408. Again the question, why did Lionel not use the No. 415? Was a Combine or a Dining Car also planned for this series. The most likely answer is that Lionel was taking no chances and left the number vacant in case such a car would prove a desirable thing at some time in the future.

The State cars were mechanically much the same as the Blue Comet cars but larger and with more seats. Where the Blue Comet cars had eight pairs of windows, the State cars had nine pairs. The State cars also had two tanks underneath as against one on the Blue Comet and Liberty Bell series.

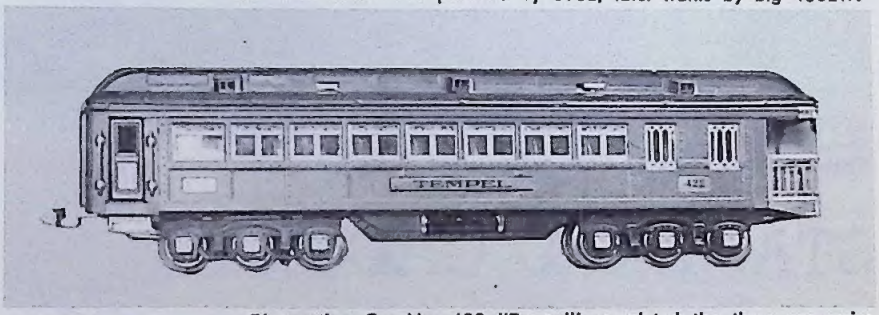
Colorwise, the State cars were offered in two major variations. A two tone green color is found with either an early cream trim around the windows or a later olive tone. A two tone brown is also to be found, again with variations in monitor roof section colors.

The same use of brass or nickel holds true for early or late production as in the other Lionel cars. Early State cars were equipped with die cast journal boxes, a bit of opulence later discarded in favor of the more familiar stamped variety. Some sets of cars of either Blue Comet or State cars are found with cars having one style or the other of journal box although we haven't seen any trucks in which both types appear but anything could have happened.

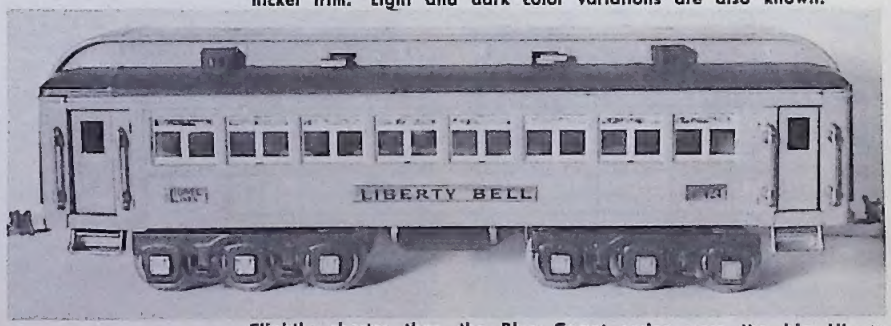
Certainly the State, Blue Comet, and Liberty Bell cars marked the height of the golden era in Lionel standard steel type passenger equipment of the classic era.



Otherwise identical, Pullman Car No. 421 was named "Westphal." Blue Comet Cars were almost nineteen inches in overall length. First Blue Comet was powered by 390E; later trains by big 400EW.



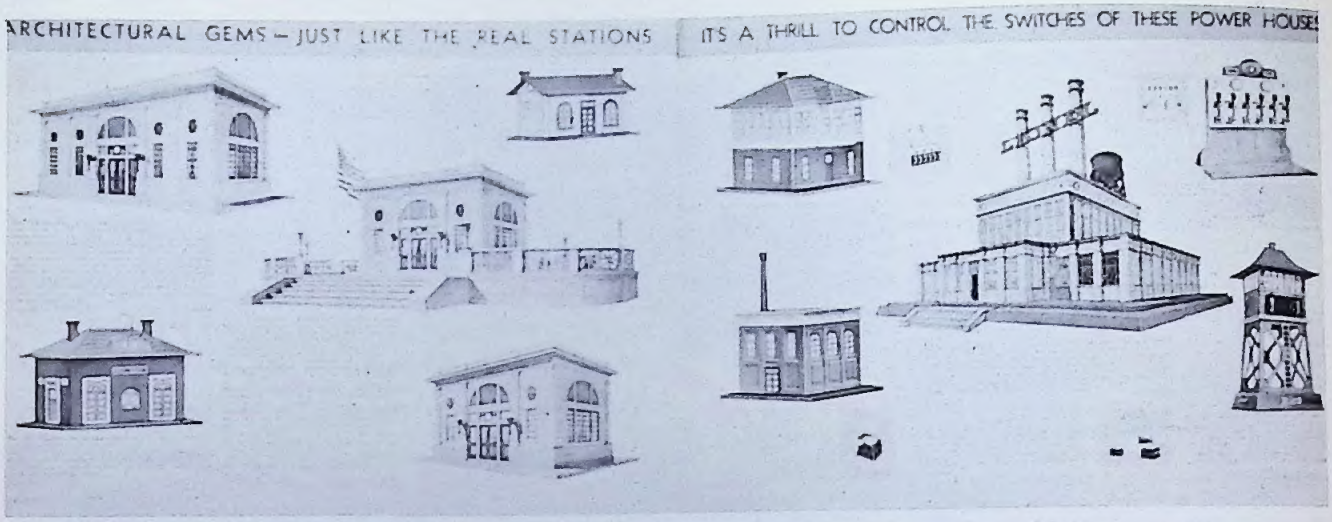

Observation Car No. 422 "Tempel" completed the three car series. Earliest cars had brass trim while late production had Lionel's nickel trim. Light and dark color variations are also known.




Slightly shorter than the Blue Comet series were the big Liberty Bell cars. Pullman Car No. 424 "Liberty Bell" measured 16 inches in length and had longitudinal seating the length of the car.

Identical was the No. 425 "Stephen Girard" Pullman. Liberty Bell cars were offered in attractive two tone green color with cream window trim, six wheel trucks, doors which could be opened wide.

The Liberty Bell series Observation Car was No. 426 "Coral Isle" and featured the standard brass trim Lionel platform railing detail. Unlike 412 and 420 series, cars had rather stubby look.




A spread from the 1931 Lionel catalog showed this lineup of stations and industrial structures designed to hide transformers and operate trains. All were made of heavy stamped steel, painted in enamel.

# STANDARD GAUGE ACCESSORIES

**Accessories are plentiful and should not be overlooked by the collector as they will enrich and broaden any collection.**

COLLECTORS don't normally get as excited over accessory items as they do over cars and locomotives yet many of them have a charm of their own which should not be overlooked.

Lionel track in Standard Gauge was made with virtually no changes from 1909 through the last days of the gauge in 1940. Heavy gauge tinned steel was formed into a round headed rail with the base bent over to form a very sturdy track section when fastened to three stamped steel ties. Perhaps this track more than any other factor helped give tinplate railroading its name.

Curved Lionel track produced a 42 inch circle, eight sections to the circle. Standard Gauge train operators will find many good plans in the book, "Complete Layout Plans", published by Model Craftsman Publishing Corp., Ramsey, N.J. and available at most hobby shops for $1.00 or direct from the publisher for $1.10.

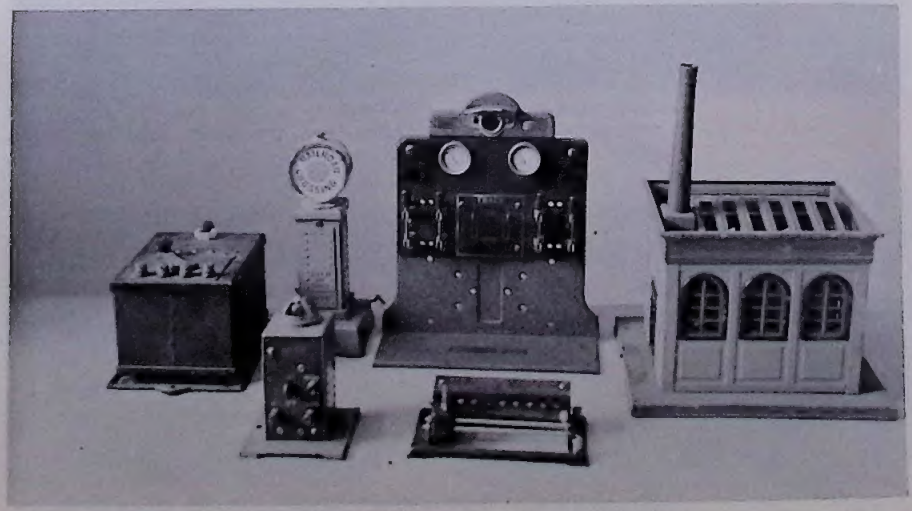
Lionel early introduced such other track components as switches, crossings, and bumpers. Remote control switches were cataloged back in the pre-World War I era along with companion manually operated switches. The early units are almost entirely of stamped steel construction. By the early 1930s, Lionel had modernized many items through use of Bakelite, replacing fibre strips in earlier units.

The earliest toy electric trains were designed for battery operation. Lionel's Multivolt transformers in five sizes made trains easier to operate and less messy at a time when electricity in homes was still a wonder of the age and a thing to be feared. Supplementing the transformer line was a Direct Current Reducer and the famous No. 88 Rheostat. Through the years these pieces showed progressive refinement. Rare is the Multivolt transformer of 1930 or 1920 or even 1915 that still doesn't function perfectly today.

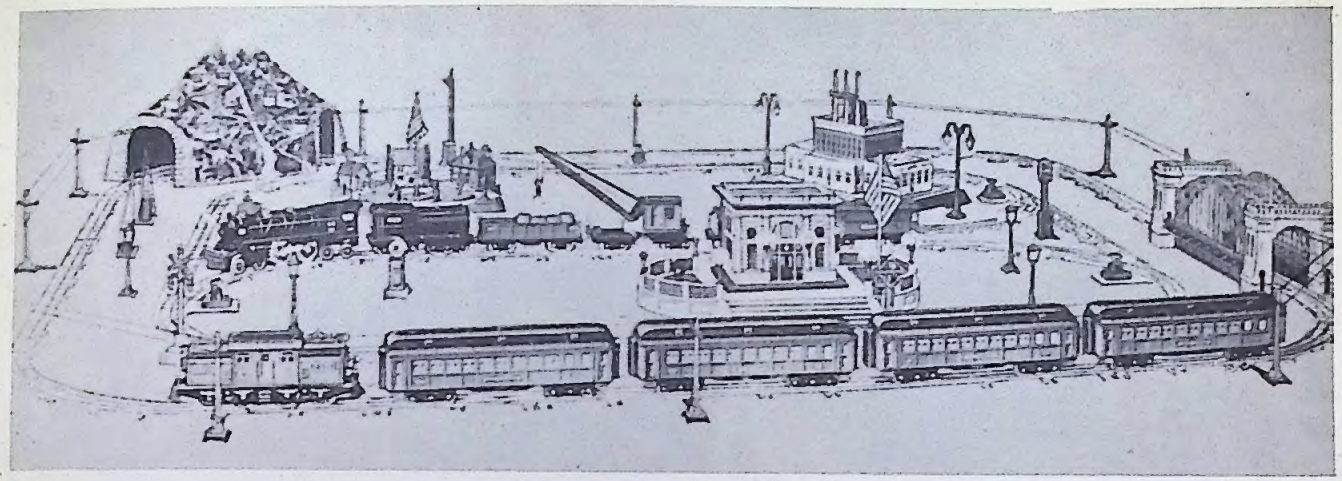
Lionel's 1915 catalog offered four semaphore signals, Nos. 63, 64, 65, and 66. These later gave way to the Nos. 80 and 82 semaphore signals with their die cast bases. The early No. 121 station gave way to a whole series of later stations in a wide variety of sizes and designs, culminating in the giant No. 128 Station and Terrace and the No. 116 Illuminated Station. All Lionel stations of the period were of heavy steel construction with baked enamel paint.

Lionel's No. 437 Switch-Signal Tower was equipped with six knife switches for actuating accessories and also had provision for mounting four Lionel switch control units. An Elevated No. 438 Signal Tower had two knife switches for accessories. Two power stations, the small No. 435 and the larger No. 436 ingeniously hid a large or small Lionel Transformer with a removable roof skylight providing easy access to change the voltage setting. And finally, Lionel's giant No. 840 Industrial Power Station hid from view two transformers and had a six knife switch panel board build in. Again, all structures were of heavy steel construction, painted with enamel in several colors.

Three Lionel houses mounted on landscaped plots with trees were close to HO in actual scale but were sold for use with either O or Standard Gauge



Later accessories, typical of the 1930 period used a variety of materials including steel, die castings, Bakelite, and celluloid.



Staff Photos.

The 1931 catalog offered this tremendous two train set in Standard Gauge with the 400 E and 408E locomotives, four State cars, four 200 series freight cars, Hell Gate Bridge, Power House, Station and Terrace, Tunnel, and numerous other accessories, track, and power.

trains. Scale in those days was a minor consideration. Trains were made for play value. The kids weren't as sophisticated as today and even in the 1930s, scale model railroading was in its infancy. Those HO houses, beautifully proportioned and painted, looked mighty fine on the layouts of the day.

Lionel also had a No. 103 Bridge back in 1915, this giving way to the No. 105 bridge by 1928, with the old number assigned to a new arch type bridge. The early No. 103 was a simulated concrete viaduct that raised the track about an inch. Lionel's No. 101 Bridge could be had in one, two, three, four or five units. In all these early bridges, the track raised up about an inch off the floor.

The later No. 280-281-282 Bridge, optionally available as one, two, or three units; did not raise the track, providing smoother operation. Neither did the big No. 300 Hell Gate Bridge, the most famous miniature bridge of them all, raise tracks above regular track level.

Early accessories are easily spotted by their more box like appearance. For example, the early No. 76 Block Signal used stamped metal switch lamp housings for lights. Later units were more advanced in design. Lionel long used a girder type construction for many pole type accessories, notably telegraph posts, semaphore, and the renowned No. 68 Warning Signal.

No early train could be without a tunnel. The classic example was a papier mache affair painted grass green and having a simulated road and house thereon. Lionel's 1915 period No. 118 was cross braced with steel. By the late 1920s, Lionel bragged that its units were made entirely of heavy steel that required no cross braces. In 1935, the tunnels were of either steel or felt composition. The biggest was the No. 915 Curved Tunnel at $15.00 that stood 20½ inches high. Lionel also offered two mountains, 20 and 34 inches long. They would have been ideal for HO.

Street lamps were another big item and the early ones stood tall. No. 67 stood a tremendous 13 inches high and Lionel bragged that their lamps were "100% superior to the flimsy stuff often had and seen in toy stores". Six styles were ultimately offered representing common street and boulevard lights of the period. Certainly street lights provided the toy train layout with much of its charm, making night scenes not only feasible but a very desirable thing to make and operate.

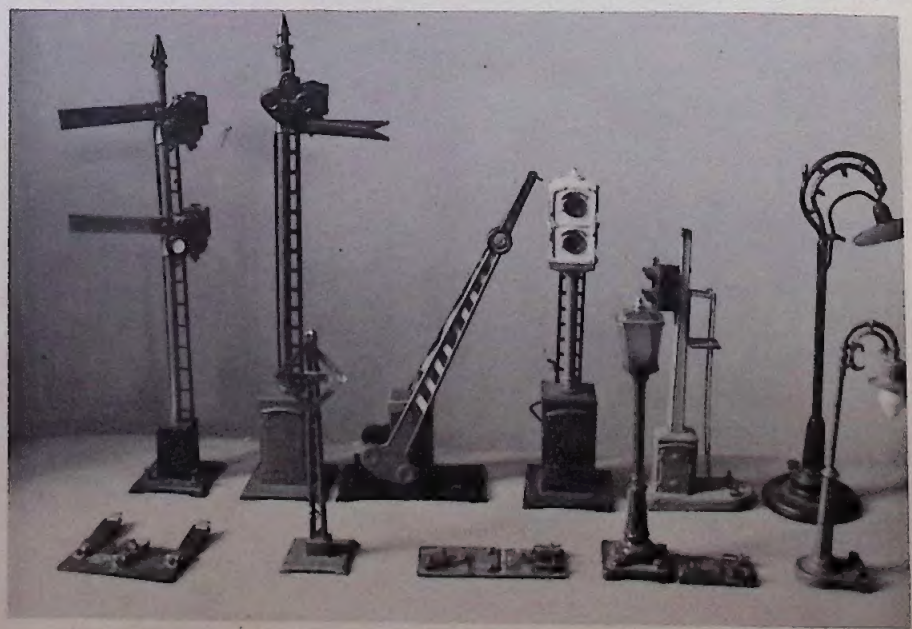
The 1930s saw still more Standard Gauge accessories, although in truth most of the accessories were designed as all gauge items unless made to clip to the track, as with the No. 86 Telegraph Post set which was otherwise similar to the O gauge set, No. 071. The No. 200 Turntable was never offered in O gauge although Lionel finally did make one in 1961. No. 200 measured 17 inches in diameter and accommodated 8 tracks.

There were 20 inch tall floodlight towers, a No. 94 High Line Tower, a set of 3 inch tall people, a No. 90 Flagpole, crossing gates, traffic signals, and the Automatic Gateman. Other accessories were largely designed for O gauge use but could be used with standard gauge equipment.

The tremendous variety of accessories offered by Lionel makes a complete listing here virtually impossible. Yet no series of articles would be complete without at least a quick rundown of some of the items offered through the years.

Lionel catalogs provide a rich source of information for the collector and historian but are far from an accurate guide as to what actually was available. Catalog illustrations were often made from mockup models and do not accurately portray the final production model. Catalog colors were subject to change. Prices and materials were also subject to change.

The 1939 catalog was the last one in which Standard Gauge train sets were offered. Twelve sets were offered on two pages. Another 2/3s page was devoted to extra cars of all types and a fourth page covered Standard Gauge track. Of course many accessory items were suitable for multi-gauge use.



A collection of early period lamps, signals, and similar accessories is shown in this photo, and are typical of items available into the mid-1930 period. Construction was largely of stamped steel.

CARSTENS

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PUBLICATION

# LIONEL TOYS ELECTRIC

ELECTRIC TRAINS—TROLLEY CARS
RACING AUTOS—TRANSFORMERS
ELECTRIC MOTORS, ETC.

Made by THE LIONEL MANUFACTURING CO.
48-52 East 21st Street, New York

Front Cover of 1915 Lionel Catalog

MODEL CRAFTSMAN PUBLISHING CORP.